



RAILROAD JOURNAL.

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A TRIP TO PATERSON on the Railroad.—Seeing a communication a day or two since in the New York American from which we learned that a portion of the Paterson and Hudson River Railroad was completed, and that elegant Cars were provided for the accommodation of passengers, we determined at once to avail ourselves of the first leisure day to have a ride on the Railroad, and visit the thriving village of Paterson.

We left Wall street at half past seven, and crossed to Hoboken at eight o'clock A. M., where we took a seat in an excellent coach with good horses, belonging to the line of Messrs. Kinney, Rodgers & Roy, whose coaches leave regularly four times, viz: 8 & 10 A. M., and 2 & 4 P. M., each day, for Aquackanunk, where the line of the Railroad is intersected, and the passengers are relieved from the inconvenience of small coaches and dusty roads, by taking seats in splendid and convenient cars—which will with ease accommodate twenty persons inside, and from six to twelve on the top—to each of which is attached a fleet horse, managed by a careful driver. The distance from Aquackanunk to the termination of the road, near the brick meeting house at Paterson, is 4 3/4 miles, and consists of one level and two inclined planes. From Aquackanunk the ascent is gradual about three miles, passing over one or two embankments, and through a cutting of rock from ten to twenty feet deep, and about one hundred and fifty yards in length. On passing the summit level, which is about one fourth of a mile in length, the descent is at an average of about twenty-one feet to the mile, until we reach the depot near Paterson.

The time required to perform this distance of 4 3/4 miles varies from twenty to twenty-five minutes, according to circumstances. We were, in going out,

twenty-three, and in returning, twenty minutes, and it is scarcely possible for those who have not had an opportunity of participating in the pleasure of an excursion upon a Railroad, to imagine the delightful sensations which it produces.

The passenger is scarcely aware of the movement except by the rapidity with which he passes objects. He feels in perfect safety, although at times his elevation above the surrounding fields may be 15 or 20 feet. There is not the least danger to be apprehended from a deviation from the rails, as the depth of the flange on the wheel and the weight of the cars render it impossible for one or two horses to move it sideways, whilst the guard—an apparatus for removing obstructions—prevents any thing ever half an inch in diameter from interfering with the wheels. For persons fond of inhaling the cool breezes, or of enjoying the green fields and beautiful flowers of the country, we cannot imagine a more delightful excursion at so little cost, both of time and money, as a trip to Paterson; which may be performed out and home again in one day, with ample time to visit the curiosities of that interesting and growing town, which are but imperfectly known to most of our citizens, or they would be visited by hundreds where they are now visited only by individuals. The Falls of the Passaic have long been celebrated as among the most interesting places of resort for those who are fond of the wild beauties of nature. There are also numerous flourishing manufacturing establishments, in which may be heard the buzz of the spindle, the click of the shuttle, and the sound of the trip-hammer,—music to many, and novelty to others. There are also good hotels for the accommodation of visitors; and among others, that of our old neighbor, VAN ANTWERP, of Hoboken and turtle-soup memory, at which may be found what has more charms for many than either the roar of the Falls, or the bustle of business. With such inducements we have no doubt that a trip to Paterson, and a ride on the Railroad will become a common occurrence with those of our citizens who have not already enjoyed the pleasure. By a reference to their advertisement, in the Journal, the hours of starting from each end of the road may be learned.

In our next we shall endeavor to give an account of the mode of constructing this Road, which is in some measure different from any other that we have an account of, and which was proof against the frost of the late severe winter. We acknowledge, with pleasure, the politeness of the President of the Company, who accompanied us over the line of the Road, and gave us such information as we were desirous to obtain.

STEAM CARRIAGES ON COMMON ROADS.—We have taken an interesting extract upon steam carriages on common roads, from a report made by a select committee of the British House of Commons. It is a subject but little known in this country, and therefore cannot, we think, be without interest to many of our readers. We have before published extracts from Mr. Gurney's examination, and shall soon refer to it again.

We have omitted, this week, our extracts upon the relative value of Railroads and Canals from Mr. Smith's book, to give place to an able communication, which will be found well worth the attention of our readers. The writer, whose real signature, if we are not mistaken in the man, would have greater influence upon the subject in question than even his assumed one, takes strong ground in favor of Canals for most purposes. Such communications, although the doctrines they inculcate do not fully accord with our long cherished opinions, will always find a place in the Journal, as it is from scientific and practical men, such as we believe Fulton to be, that we look for, and from whom we expect to derive, together with experiments upon those roads now in use, the necessary information, to enable us to decide between the rival interests of the two systems of internal improvements.

To the Editor of the American Railroad Journal:

As the subject of Railroads has received a large share of public attention for some time past, as anxious men are vesting a large amount in this comparatively new business, and as but few of the inhabitants of this city have been enabled to test their advantages by personal observation, it may be well to inform your readers that an opportunity is now afforded at but little labor or expense. Five miles of the Paterson and Hudson River Railroad is now in full operation, and is traversed in elegant cars drawn by fleet horses. Stages leave Hoboken at 8 and 10 o'clock in the morning, and 2 and 4 in the afternoon for Aquackanunk on the Passaic, 10 miles from Hoboken, and return at the same hours. The Railroad cars run from Aquackanunk to Paterson, six or eight times each day. The writer of this has just performed the journey with much satisfaction. The town of Paterson presents inducements sufficient of themselves, independent of the Railroad, to compensate those for a visit, who are fond of excursions of this kind. Yours, A SUBSCRIBER.

Mr. Rawls, of Penn. has been employed by the Central and the Cape Fear and Yadkin Railroad Companies of North Carolina, as their Engineer, to execute the necessary surveys upon those routes.—[Charleston Gazette.]

Railroad.—We understand that it is the determination of the engineer, Lieut. Young, to have the cars running on the route between Schoenectady and this place, by the 1st day of July ensuing.—[Baltimore Spa Gas.]

[FOR THE AMERICAN RAILROAD JOURNAL.]

MR. EDITOR: In most of the articles published in your journal, as well as in many of those published in different parts of the Union, I have discovered a spirit that is exercising a baneful influence over the minds of our fellow citizens, by inducing them to embark in speculations, whose ends being altogether unjustifiable by the means requisite to attain them, must, in many instances, eventuate in heavy pecuniary sacrifices. A few individuals are alone benefited by these precocious undertakings. These, having disposed of their respective interests at a handsome per centage, under the effects of the excitement, bequeath the consequences, as a legacy, to the majority, who discover, when too late, that they have been acted on, and stript of every thing but the consoling reflection of having been the dupes of a few designing persons. I am no enemy, Mr. Editor, to the system of internal improvements, so far as it is exercised as a means to the prosperity and advancement of our country: on the contrary, a sincere desire to promote that end, as far as in me lay, now induces me, through the medium of your valuable journal, to solicit the indulgence of yourself and readers, to make a few brief observations on the relative and particular advantages of the different modes of internal communication, and endeavor to show wherein they are severally applicable to the ends for which they are designed.

That each commercial and manufacturing town is vitally interested in the success of every project that has for its ultimate object any improvement in the means of transportation; that it is the interest of every agricultural district to encourage the surest and cheapest mode of conveyance for its produce to some near seaport town; and that there exists an intimate connection, and a mutual dependence between the producer and consumer, are truths that need no demonstration. But that these several interests are equally interested, as to the particular mode in which their object is obtained, is not quite so self-evident. If they were, a remedy to the evil would be found in its consequences: means of intercourse would be created to meet the necessities of the country; and not, as heretofore, by anticipating them, absorb in visionary projects resources that might be more directly and beneficially applied to the wants of the community. That this is too frequently the case, many works, both in England and this country, will bear testimony to.—The human mind is naturally averse to changes, and predisposed to tread the unbeaten path of innovation with a cautious step; yet experience teaches us, that when the ice is once broken, and a way fairly laid open, its progress becomes as rapid and heedless of obstacles as the unrestrained course of a mountain torrent. An exemplification of this is to be seen in our own country, in the existing mania that pervades all classes of our fellow-citizens in favor of Railroads, and which, unless soon checked by the hand of sound judgment and intelligence, will be attended by consequences as disastrous as those of its precursor, Canal. The proximate cause of this gullibility in capitalists is to be found in the unparalleled prosperity of our happy country. A large floating capital is to be disposed of, and the means of investment being incommensurate with the anxiety to invest, induces them to plunge headlong into every current of speculation that offers any prospect of profit, and, without reflecting on the chances of shipwreck, pursue their mad career until by a dearly bought experience they are made sensible of its futility. This is no exaggeration; it has already been exemplified in Pennsylvania by their canals, and promises fair to be so in Maryland, New York, and other States, by their innumerable projects for Railroads, by rendering unproductive the immense amount of capital absorbed in their constructions. To guard against this menacing evil is the object of the present paper; and to this effect it will be necessary to expose the sophistry of the leading arguments of what is unwisely termed the Railroad party.—They are briefly as follows, viz. that the expenditure first involved is less than that on canals; that the annual expense of repairs is materially less; and that, where the business is equal, less attendance is requisite in order to keep them in operation. That experience does not justify these assertions,

I appeal to facts. In this country, where the land is, generally, a gift from its proprietor to the constructors of the work, in consideration of the beneficial results promised from it to the residue of his property, a mile of canal, of sufficient capacity for boats of 25 tons burthen, can be made under favorable circumstances for not exceeding \$3000 per mile;—it has been done for less. A mile of Railroad, under similarly favorable circumstances, cannot be constructed for less than \$15,000, that is, for masonry and graduation, \$8000, and for the iron rails, \$7000. This, of course, presumes a Road built of durable materials, and calculated for the permanent benefit of the country. That the estimate for such a road is not extravagant, I appeal to the Reports made by the Presidents of different works to their stockholders. That of the Baltimore and Ohio Railroad gives an average of \$30,000 per mile. The Camden & Amboy Railroad gives one of \$18,550 per mile. The Philadelphia, Germantown, and Norristown one of \$40,000 per mile, and the Hudson and Mohawk one of \$42,000 per mile; and these, all exclusive of land, wagons and engines. The last mentioned work has but two inclined planes on the whole route, the residue being level, or nearly so; the rails are composed of yellow pine, six inches square, and shod on the upper side with flat wrought iron, 9.16ths of an inch by 2 1-2, and secured on granite blocks of two cubic feet in content, placed three feet apart from centre to centre. This difference, however, may in many instances be considerably modified by physical causes. A Railroad not being restricted to level lines, can avail of a grade of 40 feet in the mile to reduce such cuttings and embankments as may be opposed to its route; this however being the maximum of acclivity wherever economy in power is a consideration, (and this of necessity is always the case,) can obtain but to a very limited extent. The next assertion, that the annual expense of repairs is less, argues a greater degree of durability in the one than in the other. Although this point is constantly harped on, I feel persuaded that ocular demonstration to the contrary may be had by every unprejudiced person, who will take that trouble to satisfy himself. The canal proper being composed of imperishable materials, like good wine, improves with its years; its liability to accidents and interruptions diminishes in the inverse proportion as it is used. The Railroad, on the contrary, is constantly deteriorating in value, and becoming more and more liable to accidents and interruptions, by the wear and tear of the engines and carriages, the oxydation of the iron, or decay of the wooden rails, as the case may be, and the loosening of the foundation stones. As to their respective contingent works, the lock-gates of the Canal require renewal once, say in ten years; whilst the engines, both locomotive and stationary, involve a heavy annual expenditure to preserve them in a proper working condition. Canals are subject to breaches, Railroads to settlements, which frequently require the overhauling of miles of road, in order either to restore the continuity and parallelism of the rails, or regulate the curves, and levels thereby disturbed. These last, however, may be regarded as equal, as they generally cease in either case after the third or fourth year after they are in operation. The third and last point, relative to the proportionate rate of attendance, depending entirely on adventitious causes, must, of necessity, vary to suit different cases. The number of locomotive engines and inclined planes on the one, and the number of locks or levels on the other, are the principal data by which it is to be determined.—A Railroad requires at each inclined plane, where stationary power is used, two men; at every station of five miles one man to keep the road free from obstructions,—and two men to each locomotive carriage that may be in use. A Canal requires one man to each lock, provided they are separate—if they are contiguous, one man with the assistance of a boy, may superintend five or six—and each lock-tender being held responsible for the good condition of the level above his lock or locks, no additional attendance is requisite. As to the general police it must be the same in both cases, varying only with the extent of the work, and the business done upon it.

Although this comparison shows a considerable balance in favor of canals, and will, it is hoped, have its effect in restoring them to their proper equilibrium, still it is not to be inferred that they are to be adopted in preference to Railroads, indiscriminately, in all cases. In order to decide on the most eligible mode of communication between any two places, the characteristic peculiarities of the locality, the nature of the resources to be developed, and the interest to be advanced, should be subjects of calm deli-

beration. If the communication has for its object the connection of a manufacturing with a commercial town, no question can arise as to the superiority of the Railroad over the Canal as a means to effect it, and for this reason: the manufacturer can afford to pay a higher rate of toll on his goods, than would be demanded on them if carried by canal, in consideration of the gain in time. This is a point of vital importance as it enables him to avail of the fluctuations of the home and foreign markets, and facilitates him in carrying on a competition with foreign nations, to obtain that pre-eminence which constitutes his main spring of action. The same will obtain where a greater degree of facility in the conveyance of passengers is of primary importance, or wherever the articles to be transported are in a manufactured state, and pay a high rate of toll and freight in comparison of their bulk. But should the communication be intended to connect an extensive coal or iron district with either a seaport or manufacturing town, the case assumes a different aspect, and a canal becomes the medium of intercourse: first, because these articles being of little value in comparison of their bulk are restricted to a very low rate of toll and freight; and in the second place, because the miners knowing very nearly the extent of the consumption throughout the country, can make the necessary provision for it during the whole year, and transport it at leisure to its destination during the spring, summer and autumn months. Again, should the interest to be consulted be purely agricultural, the Canal, of all others, is the means best calculated to effect it. The farmer wants a cheap mode of conveyance for his produce to a market; whether it goes there at the rate of twenty or at the rate of four miles per hour, is to him a matter of little consequence; all he requires is an assurance that no unnecessary delay need be apprehended; and that a calculation may be made with a tolerable degree of certainty, as to the precise time of its arrival at the point of destination. If these are practicable his end is obtained.

It now behoves me, in order to the clearer elucidation of my position, to speak of the relative physical advantages of these two formidable rivals, if so they must be considered. At a velocity not exceeding two and a half miles per hour, experiment gives a proportion of useful effect of nearly one to three in favor of canals; at a velocity of five miles per hour the useful effect becomes nearly equal, and at a velocity not exceeding ten miles per hour the proportion is about one to three in favor of Railroads. These results, however, are based on the presumption that the road is perfectly level and free from dust, desiderata not often attainable in our mountainous country. The resistance from the first arises from the gravitating influence of the engine, cars and burthen, and is determined by dividing the sine of the angle of inclination into their weight; the other cannot be so accurately obtained, but some idea of it may be formed from the result of an experiment made by Mr. Palmer on the Cheltenham tramroad, from which it appeared that it required 19 1-2 per cent. more power to draw the carriages when the rails are slightly covered with dust, than when swept clean. As to the relative rate of transportation I refer to the following statement drawn from facts:—A boat of 25 tons burthen can be built for \$120; two horses, to tow it at the rate of four miles per hour, will cost \$80 each—equal to \$160—making the first investment equal to \$280. To keep this capital in action for the space of eight months, it will require the assistance of a man and boy. The wages of the man at \$20 per month will amount to \$160; those of the boy to \$50; add to which \$120 for subsistence of horses, and you have an aggregate of \$330 for the annual expense. A locomotive engine to draw the same number of tons, at the rate of ten miles per hour, will cost, according to the Liverpool and Manchester Railroad Report, \$3,200, or, according to that of the South Carolina Road, \$5,000: it will require two men to tend it, and, according to first mentioned Report, where labor is far cheaper than in this country, the annual expense to keep it in operation will amount to \$1,630. Cars carrying two and a half tons will cost \$126 each, or \$1,260 in addition to the \$3,200, or \$5,000 will be required for a train of ten to carry twenty-five tons. But it is useless to pursue this head farther, because every fact that can be adduced will but corroborate the assertion already made, that where speed is a primary object, or where the conveyance of passengers and manufactured goods are the principal articles of transportation, a Railroad is to be preferred, and other things being equal where a low rate of toll and freight is of primary importance, a canal takes precedence. It may perhaps be said, in reply to my arguments,

that the comparisons here drawn are unjust, inasmuch as some Railroads have been constructed for between five and six thousand dollars per mile in this country. Admitted; but how has this very low rate per mile been obtained? By crossing ravines and valleys by flimsy structures of wood, instead of embankments and substantial viaducts; not only violating thereby the first principles of the art, but also prejudicing the safety of all such persons as may be quixotic enough to venture their lives upon them: for what so soon promotes decay in wood as the alternate action of heat and moisture? and, I beg leave to ask, how long it is to be expected that timber exposed to the burning solar rays and heavy rains of a Southern climate can possibly endure? But admitting, for a moment only, such structures to be consistent with safety and durability; do not the same apply to canals? Suppose that in place of the magnificent aqueduct, with its graceful arch, a wooden trunk be substituted, supported high in the air by a complicated frame structure—for the substantial lock of stone, a chamber of wood—and then you have a canal on a par with such a Railroad—and one which might be constructed for an average, with few exceptions, of not exceeding \$4000 per mile. Speculators may reap rich harvests from such undertakings, but it will be at the expense of permanent stockholders.

The cause of error is to be ascribed to our want of experience. Conclusions are consequently drawn from effects produced in other countries, which are altogether inapplicable to our own. We have no two places comparable with Manchester and Liverpool—and yet the wondrous effects resulting from that road are spoken of as so many arguments in favor of similar projects here. Do they know that that work cost near \$80,000 per mile. When they read accounts of the astonishing rise in the Railroad stocks of England, it would be well if before drawing their inferences, they made some inquiry as to the relative rate of canal stocks in the same country. I have a list now before me of twenty-four canal stocks, drawing their revenues from the transportation of coal. This list shows an advance of over 100 per cent. on the par value of the different stocks, and as I do not recollect ever having seen it published, shall beg leave to subjoin from it a few of the principal ones. The original cost of the Birmingham canal stock was £140, and is now selling at £2,240; of the Loughborough £100, and now selling at £1,800; of the Coventry £100, and now £840; of the Erewash £100, and now £700. The Forth and Clyde, Mersey and Irwell, Oxford, Stafford and Worcester, Trent and Mersey, &c. all selling at an advance of 500 per cent. on the par value of their stocks, and the remainder at advances exceeding 100 per cent.

This subject might be prolonged to a much greater extent; but I have already exceeded my bounds, as well, it is feared, as your patience; and now consign the management of it to able hands, in the full confidence that, under disinterested treatment, it cannot fail to exercise a wholesome influence in the early development of the rich mineral and agricultural resources in which our country is so prolific.

New York, June 13, 1832.

FULTON.

At an election held on Wednesday for Directors of the Mohawk and Hudson Railroad Company, the following persons were chosen:—David S. Jones, Lynde Catlin, Ramsay Crooks, George Griswold, Samuel Glover, of the city of New York; Wm. James, Jacob Townsend, James Stevenson, Tunis Van Vleet, of Albany.

Stephen Van Rensselaer, Herman Le Roy, Niel Fish, John J. Degraff, and James Renwick, who were former Directors, declined a re-election, Mr. Cambreleng having previously resigned.

* New Directors.

The following gentlemen were on Wednesday elected Directors of the Saratoga and Schenectady Railroad Company:—C. C. Cambreleng, Wm. G. Buckner, James Munroe, Jr., Henry H. Lawrence, John Ferguson, of the city of New York; John Townsend, Erastus Corning, of Albany; John J. Degraff, of Schenectady; Thomas Palmer, of Ballston Spa.

* New Directors in place of Wm. B. Astor and Henry Hone, who declined a re-election.

CAPE-FEAR NAVIGATION COMPANY.—At the annual meeting of the Stockholders of this Company at Fayetteville, on the 1st instant, James Mebane, Esq. was elected President, and Messrs John H. Hall, Edward L. Winslow, Nathan Mendenhall, and Charles J. Williams, Directors for the ensuing year. George McNeill, Esq. Agent.—[Raleigh Register.]

Steam Carriages.—A bill for regulating the tolls to be levied on steam carriages has just been printed. It proceeds in the preamble, that by some local acts excessive tolls have been imposed, while in others no toll whatever has been contemplated; to repeal the former, and to enact that in all places in the United Kingdom where toll is at present leviable on carriages drawn by horses, the following rate of tolls shall be levied, after noon of the first July next, on all steam or other mechanical carriages:—When the passengers are not more than six, the same toll as a four wheeled carriage drawn by two horses; when more than six, the same toll as a four wheeled carriage with four horses; double tolls to be levied when the wheels are less than 3 1/2 inches in width, or have a greater convexity than half an inch. Carriages for goods to be charged the same as a cart with one horse for each ton, or part of a ton, of which the load consists: the engine carriages, if separate, is not to be charged, and each carriage in the train, after the first, is to be charged half of the single toll. The exceptions from toll are, carriages belonging to, or in the employment of his Majesty or the Royal family—carriages conveying mails, king's stores, officers or men in the army, yeomanry, or volunteers, or the navy, on service—agricultural produce to or from market for sale, or carrying persons to or from church, or a funeral, or a county election—in conveying the surveyor of the road, or in the transmission of vagrants. A penalty of £5. is attached to the toll-taker demanding a larger toll than allowed in the act.—[Liverpool Times.]

IMPROVED CONVEYANCE OF THE MAILS.—It is, we understand, in the contemplation of the Post Office to transmit all the Mails of the Kingdom by light two-horse vehicles instead of the four-horse post-coaches at present in use. Since the improvement in road making, and the correspondent improvement in the quality of the ordinary stage coaches, and the speed of traveling, the mails are no longer the fastest or the best coaches on their respective roads; and the contractors, who calculated on a preference at all times from the traveler, with whom speed and accommodation were the only objects, now find that their gains from this source are most ruinously diminished, and that they cannot continue to carry the mails by four horse coaches without a more liberal allowance from Government. Taking this into consideration, and having ascertained that by the use of two horse machines, carrying two passengers, as in France, the speed of the conveyance of the Mails can be increased by full two miles in an hour, it is proposed by the Post Office, at the end of the present contracts, to adopt the new system throughout the kingdom.—[London Observer.]

Extracts from a Report on Steam-Carriages of a Committee of the House of Commons—printed for the House of Representatives of the United States.

Mr. Walter Hancock's Examination.

Are you the proprietor of a steam carriage running on a turnpike road? Yes.

How long have you been running that steam carriage? I dare say about a twelvemonth this present coach, but I have been working for hire on the road only a month.

Are you the inventor of that particular description of engines that you make use of? Yes.

Will you state the progress which you have made in the improvement of your steam carriage? The principal improvement I consider is in the boiler; that of constructing the boiler much lighter than any that are now in use.

Will you be kind enough to give a general outline of your plan? There are flat chambers being about two inches thick, and there is a space between each two inches; there are ten chambers, and there are ten flues, and under the flues there is six square feet of fire, which is the dimension of the boiler top and bottom. The chambers are filled from half full to two thirds with water, and the other third is left for steam: there is a communication quite through the series of chambers top and bottom; this communication is formed by means of two large bolts which screw all the chambers together; the bottom bolts the bottom part of the chambers, and the top bolts the top part of the chambers; and by releasing these bolts at any time at all the chambers fall apart, and by screwing them they are all made tight again. We have braces to fasten them; the steam is driven out from the centre of one of the flues, and the water is ejected from the pump at the bottom communication for the supply of water.

Does the fire pass between the boxes, or does it pass through them? It passes only between them.

There is no line of communication for the fire made between the boxes? Nothing more than the

flue through which the fire passes; the sides of the boilers from the chimneys.

Have you ascertained what pressure such boilers are equal to? I have never gone beyond 400 lbs. on an inch. I have worked it on a road at 400; the average pressure on an inch is from 60 to 100.

At what pressure do you set your safety valve? Taking the average of roads, I work at about 70 lbs. upon the square inch.

You have calculated how many square feet of boiler? At the present carriage, I have 100 square feet of boiler exposed to the fire.

What distance do you run from stage to stage? What I consider the stage I have run is four miles; but every eight miles I take in water; I go there and back.

You consider your stage eight miles? Yes.

Do you take in both water and fuel at the end of a stage? Yes, at the end of eight miles.

What quantity of water and what quantity of fuel do you use for each stage? About 7 cwt. of water, and sometimes eight; it depends upon the roads; we consume more steam when the roads run heavy.

How much coal or coke do you use for each stage? About two bushels of coke.

Do you mean that you take two bushels at the commencement of each stage? I take more with me, but I always consume a quarter of a bushel per mile.

You do not in that include your first charge of coke when you set off? No, that would vary according to circumstances. If I were in a hurry, I could get the steam up in five minutes; but the average time is about twenty minutes in getting up our steam, and we do not consume more than a bushel.

That is at first starting? That is at first starting.

Do you apply a second carriage to your engine for passengers, or do you carry them in the same carriage? The boiler is placed behind the carriage; there is an engine house between the boiler and the carriage; the engines are placed perpendicular between the passengers and the boiler, and the fore part of the vehicle is for the passengers, so that all the machinery is quite behind the carriage, and the fore part of the carriage entirely for the convenience of passengers.

Where does the guide sit? In the front, the same exactly as a coachman in a common stage.

How many passengers have you carried? We carry ten; but I am making provision to carry 14.

What is the weight of your vehicle? I should imagine about three tons and a half.

Have you ever weighed it? Not this carriage, but the carriage I had before, the vehicle itself with the engines and boilers, weighed three tons. I consider the present carriage to weigh from three tons to three and a half tons, with fuel and water.

Have you found the rate of tolls that have been charged at the turnpike gates very high? On the city road toll, I have paid a shilling. I do not know whether it is according to proportion, for it was a thing that did not embrace my attention at that time; but the highest toll that I have paid is a shilling; but on the road that I run from Stratford to London they told me they would not take it; they would take it another day.

What effect do you think your carriage has upon the road, in proportion with a carriage equally loaded with four horses? I think, myself, we should rather improve the roads by the operation of our engines, because a steam coach requires broad wheels, perfectly upright and flat on the outside of the tire.

What is the breadth of the tire? The tires of the present wheels are about three inches and a half.

What is the diameter of the hind wheels? Four feet. That is not a proportion that I consider to be working as a profitable diameter; I consider that the diameter that should be used for a steam coach is at least five feet.

How wide could you make that tire without losing power? It depends on the weight; but taking the common coaches, I should say from six to eight inches.

Without injuring the power? I have no doubt it would be no drawback on the power.

Do you consider that such breadth would be as good as any other, the best you could make? Yes; because a broad wheel on gravel is considered to be a great advantage; it is a great disadvantage on a road which is between wet and dry; but in those cases we have always an overplus of power; blowing off at the safety valve, and, from that circumstance, I am rather pleased at having rather a dead road to run upon, because we are obliged to construct the vehicle so as to overcome all obstacles in the road, such as dead gravel, &c.

To how many of your wheels do you apply your power? To two; occasionally one.

Do you apply it to a crank? The axle-tree of the present carriage is made precisely the same as the common axle now in use, straight and merely bent at the end, and I have a chain which I put on the naves of the wheel, and that communicates with a corresponding chain wheel on the crank shaft of the engine.

What is the size of the circle on the wheel to which you apply your chain? About ten inches. How wide is the corresponding circle on the crank shaft? The corresponding pulley of the shaft is just the same; so that the power of the engine is the same exactly as though it were applied to the wheel itself.

You have two wheels; how do you move the first wheel? There are two engines working on two cranks, exactly on the same principle as used in common steam coaches. I take the chains; I place the engine four feet from the axle-tree of the hind wheel, and the communication of the chain is to allow me to put my work on the springs; and the play of the carriage up and down is accommodated by the chain.

Is your cylinder on springs? Yes, every thing on springs.

Do you make use of one or two cylinders?—Two.

What size? Twelve inches in the stroke and nine inches in the bore.

Has your engine met with accidents? No, except once I broke my chain; but in the course of five minutes we could replace that chain by taking an extra chain with us.

Are your boilers easily cleaned? In all the experience I have had with the working of boilers, I have found that they never require cleaning. I consider that the ebullition is so rapid, and the action of water so violent, that it will not allow any dirt to fix.

How long do you calculate one of your boilers would last? It depends upon the thickness of metal. The boiler we use I consider will last, in locomotive engines, from a twelvemonth to two years.

What is the thickness of the iron that you use? I should suppose about the eighth of an inch thick.

Of what material are they composed? Of the best charcoal iron.

What is the appearance of your carriage; has it an unsightly appearance? I think my present carriage is in any way from being handsome, because it has been built entirely for experiments.

Does the chimney rise above the carriage? No, you cannot see the chimney.

When steam is let off, where is it let off? You can see nothing of it.

Then there can arise no annoyance either from smoke or from waste steam? Not at all.

Do you find that horses are frightened by your carriage? I think I may say safely, that not one horse in a thousand will take the least notice of it; occasionally a horse may shy at it. I have seen fine blood-horses come along and shy at a wheelbarrow lying in the road, and not shy at my engine. There is one very curious instance which I had once occurred, and I was obliged to the gentleman for the pains he had taken. He had a fine horse on the road and this horse shied; he was determined to get over the difficulty, if it were possible; and to make him acquainted with it, he came with the engine to town; and at last, when we got to London, the horse got quite tranquil, so that he put his head in the engine-house, which is very uncommon, and which is a thing I never saw a horse do before.

Then you anticipate that if such engines become more common, there will be less difficulty in this respect? I have no doubt of it.

Does it produce any very extraordinary noise in its motion? We have worked so quietly latterly, that I have almost run over people on the road, and they have not heard me. I have had to halt very often; they have not been aware of the coach coming.

Under any circumstances, the noise that is anticipated would take place from the defect of the machinery, and not from the machinery itself?—Yes; we make one third of the noise of a common stage.

When you let off steam, does it produce any violent noise in stopping? I can give an instance to the contrary which occurred in London, which is the best place to put the thing to a test. About a fortnight or three weeks ago, Mr. Wilks was kind enough to mention my running on the Stamford road, and I wished him to present a petition from me to the House of Commons, and at the same time requested that he would take a ride with me in my engine on the Stratford road. I waited three quarters of an hour for him, and the machinery was working the

whole of the time; there were hundreds of people walking round it, and I suppose they did not know it was working at all; there was no noise at all in the machinery; and you could not, unless you had gone to the back, have known that it was working.

Does spare steam pass off without noise? Not any.

Supposing that you were going at full work, and that you had occasion to stop for a passenger, you would be obliged to let off steam? Yes; but knowing from experience how to obviate a disadvantage of this kind, which of course practice alone has brought to bear, it is probable that a stranger would hardly know it, it is so quiet.

In what part would it be thrown off? It is divided and thrown off from the fire in every direction, and it is instantly consumed; the force is spent.

Is not that rather a dangerous experiment to throw a great body of steam upon a confined fire? No, we have never found any disadvantage from it.

In no circumstances in which the engine may be at work, have you to let off steam in a way to create a noise? No, the boiler will not hold any quantity of steam; we let off the steam from the safety valve as fast as we make it; there is no capacity for accumulation; the fault of many boilers is, that if any accident happens there is a complete explosion.

Then, of course, the danger is lessened? Yes, to construct a boiler of that kind has been my object, so that the steam may be let off.

Supposing if one of your boilers were to burst, what would happen? I will give the committee an instance. I was traveling about nine miles an hour at the time the boiler was the twenty-fourth part of an inch thick. I was working then at 100 lbs. on the square inch, with 13 persons on the present vehicle that I have now in use; and all of a sudden the carriage stopped, and for what reason I was at a loss to know. I got from my stage seat and went to the engineer to ask him what was the reason he had stopped the steam; he told me he had not stopped the carriage, and he immediately applied his hand to the guage cocks. I found there was neither steam nor water in the boiler. I immediately knew the boiler was burst; they said they did not know it, as they heard no noise, and I told them that I did not mean they should know it. I said I would show them that it was so, and I took the boiler from the carriage and unscrewed it, and there were four large holes that I could put my hand into. This occurred from the chambers being too thin, and they drove all the water out of the boiler, and yet there was no injury to any person; there was not one person that heard any report; there was no steam, and there were no symptoms in any way that the machine itself had burst.

Do your boilers extend under the place where passengers sit? No, quite at the back.

What is the length of the carriage? About 16 feet, and the room the boilers occupy is about three feet.

Are the chambers of the boiler placed upright side by side? They are placed sideways.

In what circle could you turn your carriage?—The circle of the inner wheels would be four feet, and the outer wheel would exceed that by the breadth between the wheels: taking the average it would be ten feet.

Supposing you wanted to turn round, what should you do? If I got into any difficulty, and wished to go back, by applying my hand to the lever I should reverse the motions and run the reverse way.

Supposing that you are traveling in a street of ten feet wide, and that there was another street of ten feet wide branching off at right angles with the first street, would there be any difficulty in turning into it? Not any; but I could not turn round in that street. In that case I should back the engine.

Would you check your speed? That would depend upon the speed I was going at. If I was going at six miles an hour, it is probable that I should not check the speed; but if I were going ten miles, it is probable that I should before I turned round into the street.

Are your fore-wheels and hind-wheels the same diameter? The fore-wheels are three feet three, and the hind-wheels are four feet.

Can you reverse the action of your carriage with great ease? Yes; by simply pulling a lever: it is done momentarily. In my present carriage I could not; but I have an arrangement of that kind in the other carriage which I am making.

Supposing that you were going at the rate of eight miles an hour, and that you wished to stop suddenly, in what number of feet could you stop your carriage? I will say twelve feet.

Of course there is equal facility, in avoiding any particular object on the road? Yes.

In stopping so suddenly, would there not be a danger of your being thrown off? No, I think not.

Have you ever done it? Yes, I think I have.

Supposing you wanted to stop in the quickest possible way, at what distance could you stop at that rate of speed? About four feet, I should think, by backing the engines, because it is like putting a block to the wheel.

Would there be no danger in that? No, I think not; it would throw a strain on the engines; the rate of eight miles an hour is not so great; it is only in extreme cases that that would be done. I am very frequently obliged to put up very short, from children running in the road.

Of what materials are your wheels made? Like common dish wheels, they ought to be perfectly cylindrical. I merely took them to avoid expense; they were wheels which I had by me.

Are you proprietor of any other coaches? No.

Have you any means of ascertaining the proportion of friction that there is on your wheels, and those drawn by horses? No; I have never gone into experiments to any extent upon that point.

Are your wheels shod frequently? No, I have never had occasion to have the wheels shod; they were not worn out.

For what number of miles could you run without being obliged to shoe your wheels? I do not know.

Do you find any difference of wear between your propelling wheels and your drawing wheels? No, except in relation to the weight on the hind wheels. We throw more weight in order to produce friction, to get adhesion to the ground.

Have you any scheme of tolls to produce to the committee, which you think would be equitable to lay on steam carriages for the use of the road? I have considered the thing a great deal, and after taking every thing into consideration, the weight of the engine and the weight of the boiler, and so on, on the one hand, I think it is much upon a par with the weight of the horses, and the weight of the coach, and the weight of the passengers on the other.

What would you consider the most equitable mode of charging steam carriages? I think there can be no better mode than charging them as other coaches are charged.

Supposing that a common coach at present takes eighteen persons, and you, by improvement of your coaches, could take thirty-six persons, how would you apportion the rate of tolls that you ought to pay? In that case, I think the fairest way would be to have it in proportion to the number of persons that are carried.

Do you think it should be charged by weight?—That, perhaps, would be as fair a way as any of charging the toll.

Charging the weight of your engine as compared with the weight of common coaches? Yes.

Have you turned your attention to the improvement of your machine, by affixing a carriage to it, and making your engine independent of the carriage? Yes, I have considered the thing well in every point, and I think it is much better to construct the carriage both for passengers and machinery on one arrangement, not to have the thing divided: my reason for considering it an improvement is this; for instance, if a new road is made, the object of the proprietors of that road is to get as heavy a roller as they can, even if it requires eight horses to draw the roller. They do that in order to embed the gravel to make it solid; and the nearer that a steam coach approaches that roller, the better it is for the propelling wheels.

With respect to the tolls, are you satisfied with the present tolls you pay? I think they are exorbitant; from Islington to the City Road they charge me a shilling.

Are you aware what four-horse coaches, with eighteen passengers, pay on the same road? I am not aware.

From what cause do you judge it excessive? From the short distance which I come. I do not know what length of road I should have had to run before I should have been subject to another toll.

Have you considered the subject whether it would be more equitable to charge the steam carriages by horse-power or by weight, or by the number of passengers? I think the fairest way would be in proportion to the number of persons they carried, or in proportion to the weight.

What would you give as the basis of your calculation, considering that the number of persons which the different coaches carry varies from eight to eighteen? I see no other way, excepting that of the number of passengers, or according to the weight.

Have you made any calculation as to the number

of horses that the extension of these carriages will displace with respect to each stage; what horse power is equivalent to the carriage that you run? I take a stage to run 100 miles a day, and I reckon upon the average it would take from 48 to 50 horses for the whole distance; the common average is a horse a mile; but from the information I have endeavored to get, from what I have gathered, I find it about 48 or 50. I believe it is to be taken backwards and forwards at a horse a mile.

Would your carriage displace along the road four horses on each stage? Two ten-horse engines would displace the whole number of horses along the stage.

Have you made experiments which enable you to answer these questions? I was not at all prepared; my principal object has been to ascertain what power I have to do a certain work. I have paid very little attention to horse power.

Do you think that your carriage is equivalent to a four-horse carriage on the road, in the number of persons it would draw? It is more than equivalent to it, from the circumstance of its being able to do more work.

Supposing you have to run seven miles, how many passengers could you carry at your speed? Fourteen.

Supposing that a coach of four horses were to run that seven miles, how many passengers would it take? It would carry the same number.

What weight, upon a dead level, will set your carriage in motion on the road if you were to attach a rope to the pole, and suspend that rope over a pulley, and attach a weight to it, what weight will set your carriage in motion? It is an experiment I never tried, and I am not prepared to answer.

Do you know what, if you were to set your carriage on an inclined plane, is the inclination that will set it moving? No, that is not a thing which I have tried.

Do all the wheels follow in the same track? Yes, they do.

Have you ever tried your carriage up hill on an inclination? Yes, I have, repeatedly.

Do you find an increased difficulty in proportion to the length of the inclination? No, we go much slower; but we never find any difficulty.

Have you ever found your wheels slip? No, excepting once on the City Road, at the time when the frost was on the road; it was quite slippery; and then, for an experiment, I tried to see if I could run up the Pontonville Hill with one wheel only; and I did, but it was with some difficulty towards the top. If I had propelled by the two wheels, there would have been none.

Have you found at what inclination in a frost the wheels will begin to turn? I never witnessed such a thing.

Are you aware that such a thing will occur?—Yes; but I think there are no hills which are to be found, upon which horses travel, but what a coach would propel itself up.

Have you ever seen your carriage get into a deep rut? Yes.

In such a case what generally happens? If it is a single wheel, it may go round two or three times; if I have two wheels, it is improbable I should get into such a situation.

Do you find peculiar states of the roads upon which you travel more disadvantageous than others, to the progress of your carriage? Yes.

Which do you find the most disadvantageous? When the roads are between wet and dry.

In going down a hill, are you obliged to lock your wheel in any way? Yes, if it is much down hill; it depends upon its inclination.

What is the nature of the provision for locking the wheel? A metallic band, bearing upon the outer part of the wheel.

What are the fares that you take, higher or lower than ordinary stages? They are the same fares as the stages' fares; eight-pence from Bew, and nine-pence from Stratford.

How much is that a mile? Barely two-pence a mile.

In what proportion to what is charged by stage coaches do you think you should be able to charge your fares? I think the fares would be reduced to two-thirds, after a short time, if supported, and not overburdened by tolls.

Should you be able to continue running if the fares were reduced to two-thirds? Yes.

In your present state of knowledge upon this subject, in what proportion do you think the rate of traveling would be diminished? In the proportion I have stated of two-thirds.

Is it your opinion that, generally speaking, it would be reduced two-thirds? Not in the outset, but after the thing has had full play.

Have you made any calculation of the expense of running a coach drawn by four horses, carrying a certain number of passengers, and that of running with one of your carriages at the same velocity? I have endeavored several times, but I have never been able to get an accurate account of the power and other expenses incurred in driving a long stage; but I reckon my own expenses will cost from three to four pounds a day, including all expenses attached to the coach, wages for engineer, steersman, fuel, oil, &c.

What expense is it a mile upon your coach? I have taken the one hundred miles, and included the day's expenses.

Were you ever a stage proprietor yourself? No. Then from your own knowledge you can state nothing as to the cost of carrying passengers by a stage coach? No.

Could you if you were to travel one hundred miles in ten hours, keep up that rate without damage to the machinery? Yes, I reckon the work would be done in eight hours, but the stoppages and one thing and another will take up two hours.

Extract from Mr. Telford's Report on the state of the Holyhead and Liverpool Roads.

Being authorized by the commissioners to have the machine invented by my assistant, Mr. Macneill, (for measuring the force of traction, or the labor of horses in drawing carriages,) completed, and also to have the several districts of the Holyhead road in England tried by it, Mr. Macneill has done so, and prepared a statement showing the results of the trials between London and Shrewsbury, a distance of 153 1-4 miles.

The general results of these experiments* on different sorts of roads are as follows:—

1. On well made pavement, the draught is	33 lbs
2. On a broken stone surface on old flint road	65
3. On a gravel road	147
4. On a broken stone road upon a rough pavement foundation	46
5. On a broken stone surface upon a rough bottoming of concrete, formed of Parker's cement and gravel	46

The general results of experiments made with a stage coach,† on the same piece of road, on different inclinations, and at different rates of velocity, are given, from which the following statement has been calculated:—

Rates of inclination.	Rates of traveling.	Force required.
1 in 20	6 miles per hour.	268 lbs.
1 in 26	6 do	213
1 in 30	6 do	165
1 in 40	6 do	160
1 in 600	6 do	111
1 in 20	8 do	296
1 in 26	8 do	219
1 in 30	8 do	196
1 in 40	8 do	166
1 in 600	8 do	120
1 in 20	10 do	318
1 in 26	10 do	225
1 in 30	10 do	200
1 in 40	10 do	172
1 in 600	10 do	128

Having the results of these accurate trials to refer to, leaves it no longer a matter of conjecture in what manner a road should be made to accomplish, most effectually, the main object, that is, diminishing, to the greatest possible degree, the labor of horses in draught.

Although the observations of scientific persons have led to nearly similar conclusions, others have been in the habit of laying down rules for road-making at variance with all the established laws of motion; it is satisfactory to be able to produce a positive proof by actual experiment, of their opinions being wholly erroneous.

In this view, I consider Mr. Macneill's invention, for practical purposes on a large scale, one of the most valuable that has been lately given to the public.

* In making these experiments, a wagon, weighing about 21 cwt. was used.

† Weight of coach exclusive of seven passengers, 18 cwt.

ERIE AND OHIO RAILROAD.—We are gratified to be able to give the result of an application to the War Department, so favorable to the wishes of those interested in the above contemplated work. This road it will be recollected is designed to open an

easy and direct communication between Lake Erie at Ashtabula, and the Ohio River, at Wellsville, being the shortest, and therefore a very important route, between the Lake and the Ohio.

Washington City, May 30, 1833.

DEAR SIR—Immediately on the receipt of your communication on the subject of the contemplated Railroad from Lake Erie to the Ohio river, the signatures of all the members of Congress from Ohio in the city at that time, were procured to an application to the War Department for an Engineer to make the necessary surveys the present season.

This application thus signed and presented to the secretary of war has, upon due deliberation at that department, produced the enclosed result, which I trust will be acceptable, and satisfactory to all concerned in that very important improvement.

In relation to the annual appropriation mentioned in the enclosed report from the department, I have only to say, that a bill appropriating 30,000 dollars for surveys, passed our house some time ago, and went to the Senate, where I entertain no doubt it will likewise pass. I have the honor to be your very obedient servant.

JOHN THOMPSON.

E. POTTER, Esq. Chairman.

Department of War, May 29, 1833.

SIR—In regard to the application which has been made to this department for an officer to survey a route for a Railroad from Lake Erie to the Ohio river, I have the honor to transmit to you a copy of a report thereon by Colonel Albert favorable to the measure, in which I concur. I have the honor to be very respectfully your obedient servant.

LEW. CASS.

Hon. JOHN THOMPSON, H. of R.

Topographical Bureau, May 30, 1833.

Hon. LEWIS CASS, Secretary of War.

SIR—In relation to an application from the Ohio delegation, submitted by the Honorable Mr. Thompson and referred by your order to this Bureau, I have to report:

The application is for an engineer to survey a route for a Railroad from Lake Erie, within the limits of the counties of Geauga and Ashtabula, to the Ohio river, within the limits of the county of Columbiana. This route will effect the shortest connection between the river and the Lake, and from previous surveys made in that direction for other objects, it may be supposed that it will not encounter unusual difficulties; on these accounts the general route for the connection may be considered as judiciously chosen. And when we take into view the waters which will be joined by it, it possesses also a highly national and interesting character. It is therefore respectfully recommended by this Bureau, in case the usual appropriation for surveys should pass, that an engineer should be detailed to make the survey applied for. I have the honor to be, Very respectfully, Your obedient servant.

I. I. ASHLEY, Lt. Col. T. E.

The Springs.—During the last week quite a number of strangers arrived at the different houses. Present appearances indicate a greater influx of strangers, than in any former season. The principal travel to the springs is now through this place.—[Balston Spa Gazette.]

TRANSPORTATION ON THE BALTIMORE AND OHIO RAILROAD.—From 11th to 16th June inclusive.

Arrived 203 cars and wagons containing, viz:

Flour,	1490 barrels.
Grain,	433 do.
Horse Feed,	15 tons.
Paving Stone,	43 do.
Granite,	86 do.
Soap Stone,	2 do.
Paints,	6 do.
Iron,	30 do.
Lime,	22 do.
Dry Goods,	7 do.
Tobacco,	21 hhds.
Bark,	7 do.
Iron Hollow-ware,	8 do.

Departed, 213 cars and wagons, with 198 tons.

Passengers from 11th to 17th June inclusive—Arrived, 1614.

Departed, 1212.

List of Vessels cleared from Rondout, with Lackawanna Coal, during the week ending on the 16th inst.:

For New-York—barge Lackawanna, schr Ann Howard, sloop Neptune, Mountainer, James Russell, Gold Leaf, stranger, and Judge Swift.
For New-Haven—sloop Aeronaut.
For East Greenwich—sloop Mary Nichols.
For Providence—schr Norfolk Packet, Joseph & Mary, and Columbus, sloop Harmony, Providence, and Lafayette.
For Fall River—schr New York, and sloop Volant.
For Foughkeepsie—sloop Athens.
For Hudson—sloop Superior.
For New Bedford—schr Gen. Marion.
For Boston—brig Gen. Jackson, schr Hunter and Louise.
For Plymouth—schooner Industry.
For Newport—schooner Mary.

NEW-YORK AMERICAN.

JUNE 16, 18, 19, 20, 21, 22—1833

LITERARY NOTICES.

THE AMERICAN QUARTERLY REVIEW, No. XXII. Philadelphia, Carey & Lea.—This is a good number. Those who think it indispensable that an American Review should only or mainly treat of American topics, will consider it a very good number,—for of the nine articles it contains, all but two are domestic subjects. Art. I, on "the public domain," discusses in a brief and popular manner the title of the federal government in this domain, and examines and rejects the proposition of the Secretary of the Treasury, for the division, after the payment of the debt, of the public lands among the several states. It is a sound article, right in its reasonings and right in its conclusions. Art. II is devoted to "Flint's history and geography of the Mississippi Valley," and deservedly extols that work, not the least among the valuable products of the teeming West. It has reached a second edition, and it will, we may hope, become better known on our Atlantic border by the discriminating notice taken of it in this Review. To those unacquainted with Mr. Flint's style we offer the following extract as a favorable specimen, and as presenting at the same time a bright and cheering picture of the future prospects of the great country he is describing—the Mississippi Valley:

From the general fertility of the soil, and the abundance with which it yields all the supplies of life; from the comparative rareness and small proportion of sterile, mountainous and marshy lands, that cannot be easily brought into cultivation; no thinking mind can have failed to foresee, that this country must and will ultimately sustain a great and dense population of farmers. Taking into view soil, climate, and the means of easy communication, the most material and natural elements upon which to calculate, in regard to future increase of population, and no country can be found which invites increase more strongly than ours. In half a century, the settled parts of it will, probably, have become as healthy as any other country. In that lapse of time, it can hardly be sanguine to calculate, that by improving the navigation of the existing rivers, by the numerous canals which will be made, in aid of what nature has already done, in a region where there are no mountains and few high hills, and no intermixture of refractory granite; where the rivers, which rise almost in the same level, interlock, and then wind away in opposite directions; where from these circumstances, and the absence of granite hills, canals can be made with comparative ease; that the country will be permeated in every direction, either by steamboats or sea vessels towed by them, or by transport conducted by Railroad power. No country, it is generally supposed here, can be found, which contains so great a proportion of cultivable and habitable land, compared with the whole extent of its surface. Humboldt, so well qualified to judge by comparison, has pronounced it the largest valley in the world. It has a less proportion of swamps, sterile plains, and uncultivable mountains, than any other region of the same extent. When it shall have been inhabited as long as Massachusetts and Virginia, what limit can imagination assign to its population and improvement?

No one can fail to have foreseen, at this time of the day, that the period is not far distant, when the greater mass of the population of our country will be on this side the mountains. We would not desire, in anticipation, to vex the question, where the centre of our national government will then be? We are connected already with the Atlantic country by noble roads. We shall shortly be connected with the Hudson, Delaware, and Chesapeake bays, by navigable canals. A Railroad between Baltimore and the Ohio is in rapid progress, and thousands have traveled on the first completed section. Our different physical conformation of country, and the moral circumstances of our condition, have assigned to us, as we think, agriculture as our chief pursuit. Suppose manufactures to flourish among us to the utmost extent, which our most honest and earnest patriots could desire, and we should still, as we think, find ourselves bound by the ties of a thousand wants, to the country north and east of the mountains. The very difference of our physical and moral character contributes to form a chain

of mutual wants, holding us to that region by the indissoluble tie of mutual interest. At present, the passage of the mountains, formerly estimated by the Atlantic people something like an India voyage, and not without its dangers, as well as its difficulties, is no more than a trip of pleasure of two or three days. We shall soon be able to sail, at the writing desk, or asleep, from New Orleans, Fort Mandan, or Prairie du Chien, through the interior forests to the beautiful bay of New York. The time is not distant, when the traveled citizen of the other side the mountains will not be willing to admit, that he has not taken an autumnal or vernal trip of pleasure, or observation, from Pittsburg to New Orleans. The landscape painter and the poet will come among us to study and admire our forest, river and prairie scenery, and to imbibe new ideas from contemplating the grandeur and the freshness of our nature.

For us, as a people, we look over the mountains, and connect our affections with the parent country beyond, by the strong ties of natal attachment; for there, to the passing generation at least, was the place of their birth. There still live our fathers and our brethren. There are the graves of our ancestors; and there are all the delightful and never forgotten remembrances of our infancy and our boyhood. We have hitherto been connected to that country by looking to it exclusively for fashions, models and literature. The connexion will remain, not as we hope, a slavish one; for duty, interest, and self-respect imperiously call upon us to set up for ourselves, in these respects, as fast as possible. But as younger members of the family, thrust into the woods, to give place to those who had the rights of primogeniture, and obliged to find our subsistence by cutting down the trees, we have as yet had but little leisure to think of anything beyond the calls of necessity, and the calculation of immediate interest and utility. As soon as we have the leisure for higher purposes, we shall be unworthy of our family alliance, if we do not immediately institute a friendly rivalry in these respects, which will be equally honorable and useful for each of the parties. We know our rights, and we are able to maintain them. It is only the little minded and puny, that allow themselves to indulge in a causeless and fretful jealousy. There must be a real, palpable and continued purpose to undervalue us, and curtail our rights, and arrest our advancement and prosperity, before we would allow ourselves to remember our great chain of mountains, and our world by itself. Our patriotism has been tampered with, more than once, even in our infancy. We came forth with honor from every trial. Every link of the golden, and we hope, perpetual chain of the Union, will be grasped as firmly by the citizens of the West, as of the Atlantic. We flatter ourselves, that we have had uncommon chances to note the scale of the western thermometer, in this respect. We have every where seen and felt a spirit, which has given us the assurance of conviction, that the popularity of that demagogue would be blasted, and would wither forever, who should for a moment manifest the remotest incipient wish to touch the chain of this Union with an unhallowed hand. The interests and affections of the western people hold to that, as strongly, and as proudly, to say no more, as those of the East. From time to time, demagogues will spring up, and atrocious and unprincipled editors will be found, to meditate any thing,—and to dare to inculcate, and write, and publish what they meditate. But the strength and virtue of the community will never bear them out.

Wherever attempts may be made to disaffect, alienate, and sever one section of this great Union from the rest, may God avert the omen! that attempt will not commence with us. They may reproach us with being rough, untrained, and backwoods men. But as a people we are strong for the Union, and the whole Union. Every true son of the West will join in the holiest aspirations, "*esto perpetua*." May it last as long as the sun and moon shall endure.

Art. III, on Lord Dover's life of Frederick the Second, is well written and interesting, and without discriminating in its praise and its censure of the biographer and his hero, though, perhaps—and we say even that with hesitation—a little too excessive in its admiration of the abilities and achievements of Frederick. His was undoubtedly the great spirit of the Eighteenth Century, and as a statesman, a scholar, a warrior, and a king, he had then no equals, and possibly has had no superior. His career, however, is familiar to most readers; we pass on, therefore,

after making a single extract, which enhances at once the abhorrence all must feel at the insane barbarity of Frederick's father, and our opinion of the warm and generous attachments of Frederick himself. Katt, referred to in the extract, was the friend and confidant of Frederick, of great promise and accomplishments, and not more than 22 years of age. Detected in having co-operated with Frederick in the attempt of the latter to escape from his father's brutal tyranny, by flight to England, he was condemned to death as Frederick himself had previously been. The life of the Prince was saved by the intercession of Austria, but he was imprisoned at Custrin, and that fortress was, with fiendlike malignity, selected for the scene of Katt's execution, which, by his father's positive command, Frederick was to be compelled to witness.

The story is thus told by Lord Dover:

Katt arrived at Custrin on the evening of the 5th of November, and early the next morning he was led to the scaffold. On the preceding day, Frederic, having been first dressed in a coarse prison dress, similar to that which had been given to Katt, was transferred by the General Lepel, the governor of Custrin, and the president Munchow, who had the charge of him, from the apartment he had previously occupied, to one on a lower floor, looking into the court of the fortress, where he found his bed prepared. At his first entrance the curtains of the windows were let down, so as to prevent his seeing into the court: but at a signal given they were drawn up, and discovered to the astonished and agitated Frederic, a scaffold hung with black, and on a level with the window, which had been enlarged and its bars removed. Upon beholding this preparation, Frederic became convinced that his own death was determined upon, and passed the night under this delusion in no very agreeable manner.—Nor were his feelings much relieved, when early in the morning, Lepel and Munchow returned to him, and undressed him with regard to himself, but informed him that, according to the peremptory and express orders of his barbarous father, he was to witness the execution of his friend.

In the meanwhile Schenk had also informed Katt of the trial that awaited him. 'Try,' said he, 'to preserve your firmness, my dear Katt. A dreadful trial awaits you; you are now at Custrin, and you are about to see the prince royal.' 'Say rather,' replied Katt, 'that I am going to have the greatest consolation that could be given to me.' So saying, he mounted the scaffold, while four grenadiers were employed in holding the unhappy Frederic with his face towards the window. He wished to cast himself out of it, but was kept back by those about him. 'I conjure you,' said he, 'in God's name, to retard the execution. I will write to the king that I am ready to renounce all my rights to the crown, if he will pardon Katt.' He would have said more upon this subject, but Munchow stopped his mouth with his handkerchief. When he was again permitted to speak, he cried out, 'It makes me most miserable, my dear Katt, to think that I am the cause of your death. Would to God that I were in your place?' 'Ah sir,' replied Katt, 'if I had a thousand lives I would willingly sacrifice them for you.' The executioner now attempted to put a bandage over the eyes of Katt, which the latter resisted: then lifting up his eyes to heaven, he cried out, 'My God, I render up my soul into thy hands.' At the same instant his head, which was cut off at a single blow, rolled upon the scaffold, while his arms mechanically stretched themselves towards the window where the prince royal had been stationed; but he was there no longer, having fallen in a deep swoon into the arms of his attendants. Upon recovering from this after some hours, he found himself still at the window, and in full view of the gory corpse of his friend! Such had been the express orders of a father, who was so but in name. A second swoon was the consequence of the sight.

Art. IV on the Tariff Question, is an able exposition of the Free Trade argument. Art. V, treats of high literature; and in reviewing the *Oxford Prize Essays*, discourses, in scholarlike terms, of the unfading attractions and advantages of classical literature. Art. VI, taking Colonel Bouchette's topographical and statistical work on the British North American Colonies, and the papers officially communicated by the President to Congress, on the subject of the disputed territory in Maine, as its

basis, proceeds to give a distinct and separate account of each of the British possessions, and enters largely and intelligently into the question of the Maine boundary. This article may be advantageously consulted, both by those desiring accurate information as to the Canadas, Nova-Scotia, &c., and by those who seek to understand the dispute in Maine. Art. VII, on *Sparks' Life of Gouverneur Morris*, applauds that sterling work, and extracts from it the materials of a very clever and well connected article. Art. VIII, *The Doctrine of Probabilities*, to which this paper is devoted, is yet connected, in popular estimation, only with the hazards of the gambler; and it is therefore a useful undertaking to set forth its claims to be considered a useful and exact science, by a proficiency in which, men may be guided aright in many of the most important pursuits of life. We think this is successfully done in the article before us, which, though scientific in itself, is yet not obscured for general readers, by a parade of scientific terms, or any unnecessary introduction of technical formulas. As bearing upon life insurances too, the endowments of children, and the purchase or sale of annuities,—all objects with which, in this city, and others, provident minds are becoming daily more familiar, the doctrine of probabilities addresses itself to the interest of a large class of persons. Art. IX, devoted to the *United States Military Academy* at West Point, is good as far as it goes, but it is, upon the whole, a rather meagre article. It speaks of it, however, as all at all acquainted with the course of education and discipline pursued at that school, and with their results must do, in terms of unqualified praise.

The general value of this number is enhanced to those who preserve their periodicals, by containing as an appendix, the three Reports made by the different members of the Committee of the House of Representatives to investigate the affairs of the *Bank of the United States*.

DR. LARDNER'S CABINET CYCLOPEDIA, Vol 16, Philadelphia. The number before us of *Carey & Lea's* edition of this admirable publication, in which history, philosophy, the useful, and the fine arts, are in turn discussed, is devoted to a treatise on the origin, progress, and present state of the manufacture of glass and porcelain. The philosopher, who by the aid of the telescope reads the Heavens, and the conscious beauty, who gathers sweet incense from the faithful reflection of her *Psyche*—to say nothing of those countless millions who prefer comfort to both philosophy and self-admiration, owe a great debt of gratitude to the inventor of glass.—True it is, that in this as in other cases, *Chance*, that blind Operative, is said to have led to the discovery, but the confidence of man in his own, all but boundless powers, rejects this inglorious origin, and claims what has been called the "fortunate liquefaction" of sand and ashes, as the preconceived result of combination and careful deduction.

We had marked for insertion, but are obliged to omit, the history of the invention of *Glass*.

Extract from Washington Irving's new novel, entitled "*The Alhambra*":

LEGEND OF THE ROSE OF THE ALHAMBRA.

"Among those who attended in the train of the monarchs was a favorite page of the queen, named Ruyz de Alarcon. To say that he was a favorite page of the queen was at once to speak his eulogium; for every one in the suite of the stately Elizabetha was chosen for grace, and beauty, and accomplishments. He was just turned of eighteen, light and lithe of form, and graceful as a young Antinous. To the queen he was all deference and respect; yet he was at heart a roguish stripling, petted and spoiled by the ladies about the court, and experienced in the ways of women far beyond his years. This loitering page was one morning rambling about the groves of the Generalife, which overlook the grounds of the Alhambra. He had taken with him for his amusement a favorite gerselpon of the queen. In the course of his rambles,

seeing a bird rising from a thicket, he unhooded the hawk and let him fly. The falcon towered high in the air, made a sweep at his quarry, but missing it, soared away, regardless of the calls of the page. The latter followed the truant bird with his eye in its capricious flight, until he saw it alight upon the battlements of a remote and lonely tower in the outer wall of the Alhambra, built on the edge of a ravine that separated the royal fortress from the grounds of the Generalife. It was, in fact, the 'Tower of the Princesses.' The page descended into the ravine and approached the tower, but it had no entrance from the glen, and its lofty height rendered any attempt to scale it fruitless. Seeking one of the gates of the fortress, therefore, he made a wide circuit to that side of the tower facing within the walls. A small garden, enclosed by a trellis-work of reeds overhung with myrtle, lay before the tower. Opening a wicket, the page passed between beds of flowers and thickets of roses to the door. It was closed and bolted. A crevice in the door gave him a peep into the interior. There was a small Moorish hall with fretted walls, light marble columns, and an alabaster fountain surrounded with flowers. In the centre hung a gilt cage containing a single bird; beneath it, on a chair, lay a tortoise shell cat, among reels of silk and other articles of female labor; and a guitar, decorated with ribands, leaned against the fountain. Ruyz de Alarcon was struck with these traces of female taste and elegance in a lonely and, apparently deserted, tower. They reminded him of the tales of enchanted halls current in the Alhambra; and the tortoiseshell cat might be some spell-bound princess. He knocked gently at the door; a beautiful face peeped out from a little window above, but was instantly withdrawn. He waited, expecting that the door would be opened, but he waited in vain; no footstep was to be heard within—all was silent. Had his senses deceived him, or was this beautiful apparition the fairy of the tower? He knocked again, and more loudly. After a little while the beaming face once more peeped forth: it was that of a blooming damsel of fifteen. The page immediately doffed his plumed bonnet, and entreated in the most courteous accents to be permitted to ascend the tower in pursuit of his falcon. 'I dare not open the door, señor,' replied the little damsel, blushing; 'my aunt has forbidden it.' 'I do beseech you fair maid; it is the favorite falcon of the queen: I dare not return to the palace without it.' 'Are you, then, one of the cavaliers of the court?' 'I am, fair maid; but I shall lose the queen's favor and my place, if I lose this hawk.' 'Santa Maria! it is against our cavaliers of the court my aunt has charged me especially to bar the door.' 'Against wicked cavaliers, doubtless; but I am none of these, but a simple harmless page, who will be ruined and undone if you deny me this small request.' The heart of the little damsel was touched by the distress of the page. It was a thousand pities he should be ruined for the want of so trifling a boon. Surely, too, he could not be one of those dangerous beings whom her aunt had described as a species of cannibal, ever on the prowl to make prey of thoughtless damsels—he was gentle and modest, and stood so entreatingly with cap in hand, and looked so charming. The sly page saw that the garbison began to waver, and redoubled his entreaties in such moving terms, that it was not in the nature of mortal maiden to deny him; so the blushing little warden of the tower descended and opened the door with a trembling hand, and if the page had been charmed by a mere glimpse of her countenance from the window, he was ravished by the full length portrait now revealed to him. Her Andalusian bodice and trim basquina set off the round but delicate symmetry of her form, which was as yet scarce verging into womanhood. Her glossy hair was parted on her forehead with scrupulous exactness, and decorated with a fresh plucked rose, according to the universal custom of the country. It is true her complexion was tinged by the ardour of a southern sun, but it served to give richness to the mantling bloom on her cheek, and to heighten the lustre of her melting eyes. Ruyz de Alarcon beheld all this with a single glance, for it became him not to tarry; he merely murmured his acknowledgements, and then bounded lightly up the spiral staircase in quest of his falcon. He soon returned with the truant bird upon his fist. The damsel, in the mean time, had seated herself by the fountain in the hall, and was winding silk; but in her agitation she let fall the reel upon the pavement. The page sprang and picked it up, then dropping gracefully on one knee, presented it to her; but, seizing the hand extended to receive it, he had ever imprinted on the fair hand of his sovereign, 'Ave Maria, señor,' exclaimed the damsel,

blushing still deeper with confusion and surprise, for never before had she received such a salutation. The modest page made a thousand apologies, assuring her it was the way at court of expressing the most profound homage and respect. Her anger, if anger she felt, was easily pacified, but her agitation and embarrassment continued; and she sat blushing deeper and deeper, with her eyes cast down upon her work, entangling the silk which she attempted to wind. The cunning page saw the confusion in the opposite camp, and would fain have profited by it; but the fine speeches he would have uttered died upon his lips, his attempts at gallantry were awkward and ineffectual; and, to his surprise, the adroit page, who had figured with such grace and effrontery among the most knowing and experienced ladies of the court, found himself awed and abashed in the presence of a simple damsel of fifteen. In fact, the artless maiden, in her own modesty and innocence had guardians more effectual than the bolts and bars prescribed by her vigilant aunt. Still, where is the female bosom proof against the first whiff of perings of love? The little damsel, with all her artlessness, instinctively comprehended all that the faltering tongue of the page failed to express; and her heart was flattered at beholding, for the first time, a lover at her feet—and such a lover! The diffidence of the page though genuine, was short lived, and he was recovering his usual ease and confidence, when a shrill voice was heard at a distance. 'My aunt is returning from mass!' cried the damsel in affright; 'I pray you, señor, depart.' 'Not until you grant me that rose from your hair as a remembrance.' She hastily untwisted the rose from her raven locks: 'Take it,' cried she, agitated and blushing; 'but pray begone.' The page took the rose, and at the same time covered with kisses the fair hand that gave it. Then, placing the flower in his bonnet, and taking the falcon upon his fist, he bounded off through the garden, bearing away with him the heart of the gentle Jacinta. When the vigilant aunt arrived at the tower, she remarked the agitation of her niece, and an air of confusion in the hall; but a word of explanation sufficed—'A ger-falcon had pursued his prey into the hall.'—'Mercy on us! to think of a falcon flying into the tower! Did ever one hear of so saucy a hawk? Why, the very bird in the cage is not safe!' The vigilant Fredegonda was one of the most wary of ancient spinsters. She had a becoming terror and distrust of what she denominated 'the opposite sex,' which had gradually increased through a long life of celibacy. Not that the good lady had ever suffered from their wiles, nature having set up a safeguard in her face that forbade all trespass upon her premises; but ladies who have least cause to fear for themselves, are most ready to keep a watch over their more tempting neighbors. The niece was the orphan of an officer who had fallen in the wars. She had been educated in a convent, and had recently been transferred from her sacred asylum to the immediate guardianship of her aunt, under whose overshadowing care she vegetated in obscurity, like an opening rose blooming beneath a briar. Nor indeed is this comparison entirely accidental; for, to tell the truth, her fresh and dawning beauty had caught the public eye, even in her seclusion, and, with that poetical turn common to the people of Andalusia, the peasantry of the neighborhood had given her the appellation of 'the Rose of the Alhambra.' The weary aunt continued to keep a faithful watch over her tempting little niece as long as the court continued at Granada, and flattered herself that her vigilance had been successful. It is true, the good lady was now and then discomposed by the tinkling of guitars and chanting of low ditties from the moonlit groves beneath the tower; but she would exhort her niece to shut her ears against such idle minstrelsy, assuring her that it was one of the arts of the opposite sex, by which simple maids were often lured to their undoing. Alas! what chance with a simple maid has a dry lecture against a moonlight serenade? At length King Philip cut short his sojourn at Granada, and suddenly departed with all his train. The vigilant Fredegonda watched the royal pageant as it issued forth from the gate of justice, and descended the great avenue leading to the city. When the last banner disappeared from her sight, she returned exulting to her tower, for all her cares were over. To her surprise, a light Arabian steed pawed the ground at the wicket gate of the garden:—to her horror, she saw through the thickets of roses a youth, in gaily embroidered dress, at the feet of her niece. At the sound of her footsteps he gave a tender adieu, bounded lightly over the barrier of reeds and myrtles, sprang upon his horse, and was out of sight in an instant. The tender Jacinta, in the

agony of her grief; lost all thought of her aunt's displeasure. Throwing herself into her arms, she broke forth in sobs and tears. "Ay di mi!" cried she; "he's gone!—he's gone!—he's gone! and I shall see him no more!" "Gone!—who is gone?" "what youth is that I saw at your feet?" "A Queen's page, aunt, who came to bid me farewell." "A queen's page, child!" echoed the vigilant Fredeganda faintly: "and when did you become acquainted with a queen's page?" "The morning that the ger-falcon came into the tower. It was the queen's ger-falcon, and he came in pursuit of it." "Ah silly, silly girl! know that there are no ger-falcons half so dangerous as these young pranking pages, and it is precisely such simple birds as these that they pounce upon." The aunt was at first indignant at learning that, in despite of her boasted vigilance, a tender intercourse had been carried on by the youthful lovers, almost beneath her eye; but when she found that her simple-hearted niece, though thus exposed, without the protection of bolt or bar, to all the machinations of the opposite sex, had come forth unscathed from the fiery ordeal, she consoled herself with the persuasion that it was owing to the chaste and cautious maxims in which she had, as it were, steeped her to the very lips. While the aunt laid this soothing unction to her pride, the niece treasured up the oft-repeated vows of fidelity of the page. But what is the love of restless, roving man? A vagrant stream that dallies for a time with each flower upon its bank, then passes on and leaves them all in tears. Days, weeks, months elapsed, and nothing more was heard of the page. The pomegranate ripened, the vine yielded up its fruit, the autumn rains descended in torrents from the mountains; the Sierra Nevada became covered with a snowy mantle, and wintry blasts howled through the halls of the Alhambra—still he came not. The winter passed away. Again the genial spring burst forth with song and blossom and balmy zephyr; the snows melted from the mountains, until none remained but on the lofty summit of Nevada, glistening through the summer air. Still nothing was heard of the forgetful page.

Poor Jacinta sits and weeps her time away beside a fountain in the hall.

"As the bell in the distant watch-tower of the Alhambra struck the midnight hour, the fountain was again agitated; and bubble—bubble—bubble—it tossed about the waters, until the Moorish female again rose to view. She was young and beautiful; her dress was rich with jewels, and in her hand she held a silver lute. Jacinta trembled and was faint, but was reassured by the soft and plaintive voice of the apparition, and sweet expression of her pale, melancholy countenance. 'Daughter of mortality,' said she, 'what aileth thee? Why do thy tears trouble my fountain, and thy sighs and plaints disturb the quiet watches of the night?' 'I weep because of the faithlessness of man, and I bemoan my solitary and forsaken state.' 'Take comfort; thy sorrows may yet have an end. Then beholdest a Moorish princess, who like thee, was unhappy in her love. A Christian knight, thy ancestor, won my heart, and would have borne me to his native land and to the bosom of his church. I was a convert in my heart, but I lacked courage equal to my faith, and lingered till too late. For this the evil geni are permitted to have power over me, and I remain enchanted in this tower until some pure Christian will deign to break the magic spell. Will thou undertake the task?' 'I will,' replied the damsel trembling. Come hither then, and fear not: dip thy hand in the fountain, sprinkle the water over me, and baptize me after the manner of thy faith; so that the enchantment be dispelled, and my troubled spirit have repose.' The damsel advanced with faltering steps, dipped her hand in the fountain, collected water in the palm, and sprinkled it over the pale face of the phantom. The latter smiled with ineffable benignity. She dropped her silver lute at the feet of Jacinta, crossed her white arms upon her bosom, and melted from sight, so that it seemed merely as if a shower of dew-drops had fallen into the fountain. Jacinta retired from the hall filled with awe and wonder. She scarcely closed her eyes that night; but when she awoke at daybreak out of a troubled slumber, the whole appeared to her like a distempered dream. On descending into the hall, however, the truth of the vision was established; for, beside the fountain, she beheld the silver lute glittering in the morning sunshine."

The music of this lute fairly enchants all the hearers, till at length its mistress is sent for to court, to try its influence over the hypochondriac monarch.

"At the moment we treat of, however, a freak had come over the mind of this saucy and illustrious Bourbon that surpassed

all former vagaries. After a long spell of imaginary illness, which set all the strains of Faranelli, and the consultations of a whole orchestra of court fiddlers at defiance, the monarch fairly, in idea, gave up the ghost, and considered himself absolutely dead. This would have been harmless enough, and even convenient both to his queen and courtiers, had he been content to remain in the quietude befitting a dead man; but to their annoyance he insisted upon having the funeral ceremonies performed over him, and to their inexpressible perplexity, began to grow impatient and to revile bitterly at them for negligence and disrespect, in leaving him unburied. What was to be done? To disobey the king's positive commands was monstrous in the eyes of the obsequious courtiers of a punctilious court—but to obey him, and bury him alive, would be downright regicide! In the midst of this fearful dilemma a rumor reached the court, of the female minstrel who was turning the brains of all Andalusia. The queen dispatched missions in all haste to summon her to St. Ildefonso, where the court at that time resided. Within a few days, as the queen with her maids of honor was walking in those stately gardens, intended, with their avenues, and terraces, and fountains, to eclipse the glories of Versailles, the far-famed minstrel was conducted into her presence. The imperial Elizabeth gazed with surprise at the youthful and unpretending appearance of the little being that had set the world maddening. She was in her picturesque Andalusian dress; her silver lute was in her hand, and she stood with modest and downcast eyes, but with a simplicity and freshness of beauty that still bespoke her "the Rose of the Alhambra." As usual she was accompanied by the ever-vigilant Fredeganda, who gave the whole history of her parentage and descent to the inquiring queen. If the stately Elizabeth had been interested by the appearance of Jacinta, she was still more pleased when she learnt that she was of a meritorious though impoverished line, and that her father had bravely fallen in the service of the crown. "If thy powers equal their renown," said she, "and thou canst cast forth his evil spirit that possesses thy sovereign, thy fortunes shall henceforth be my care, and honors and wealth attend thee." Impatient to make trial of her skill, she led the way at once to the apartment of the moody monarch. Jacinta followed, with lowcast eyes, through files of guards and crowds of courtiers. They arrived at length at a great chamber hung in black. The windows were closed to exclude the light of day: a number of yellow wax tapers in silver sconces diffused a lugubrious light, and dimly revealed the figures of mutes in mourning dresses, and courtiers who glided about with noiseless step and woe-begone visage. On the midst of a funeral bed or bier, his hands folded in his breast, and the tip of his nose just visible, lay extended the queen bemonarch. The queen entered the chamber in silence, and pointing to a footstool in an obscure corner, beckoned Jacinta to sit down and commence. At first she touched her lute with a faltering hand, but gathering confidence and animation as she proceeded, drew forth such soft mellow harmony, that all present could scarce believe it mortal. As to the monarch, who had already considered himself in the world of spirits, he set it down for some angelic melody, or the music of the spheres. By degrees the theme was varied, and the voice of the minstrel accompanied the instrument. She poured forth one of the legendary ballads, treating of the ancient glories of the Alhambra, and the achievements of the Moors. Her whole soul entered into the theme, for with the recollections of the Alhambra was associated the story of her love. The funeral chamber resounded with the animating strain. It entered the gloomy heart of the monarch. He raised his head and gazed around: he sat up in his couch; his eye began to kindle; at length, leaping upon the floor, he called for sword and buckler. The triumph of music, or rather of the enchanted lute, was complete; the demon of melancholy was cast forth, and, as it were, a dead man brought to life. The windows of the apartment were thrown open; the glorious effulgence of Spanish sunshine burst into the late lugubrious chamber; all eyes sought the lovely enchantress; but the lute had fallen from her hand, she had sunk upon the earth, and the next moment was clasped to the bosom of Ruyz de Alarcón. The nuptials of the happy couple were shortly after celebrated with great splendor; but hold—I hear the reader ask, how did Ruyz de Alarcón account for his long neglect? Oh! that was all owing to the opposition of a proud, pragmatical, old father; besides, young people who really like one another soon come to an amicable understanding, and bury all past grievances when once they meet. But how was the proud pragmatical old father reconciled to the match? Oh! his scruples were easily overcome by a word or two from the queen, especially as dignities and rewards were showered upon the blooming favorite of royalty. Besides, the lute of Jacinta, you know, possessed a magic power, and could control the most stubborn head and hardest breast. And what came of the enchanted lute? Oh! that is the most curious matter of all, and plainly proves the truth of all this story. That lute remained for some time in the family, but was purloined and carried off, as was supposed by the great singer Faranelli, in pure jealousy. At his death it passed into other hands in Italy, who were ignorant of its mystic powers, and melting down the silver, transferred the strings to an old Cremona fiddle. The strings still retain something of their magic virtues. A word in the reader's ear, but let it go no further—that fiddle is now bewitching the whole world—it is the fiddle of Paganini!"

Since we nudged the elbow of the public the other day, about the Battery, it has become quite a gay resort, and we hold the town much indebted to us for thus jogging its memory about a spot that seemed nearly forgotten, except by those who have a discerning eye in the selection of their walks. Among other worthies whom we have noticed as now beginning to take a regular stroll there about sunset, is a queer little old gentleman, in a dingy green coat, with brass buttons; his gray locks shining from under a foxy drab beaver, and his nether extremities paddling along in a pair of faded yellow nankeens. As for his face, "the tartness of it," as rare Will says, "would sour-ripe grapes;" but there is a look of intelligence in his keen gray eye, and if you indulge his garrulity—for he talks to every one—you may find that he now and then drops an idea worth remembering. Though somewhat bored at first, we were in the end a little amused by his prating, when loitering on the flagged walk, no later than last evening: and as our readers, if

not already frightened to death, are nearly wearied out of life, by the awful cry of Cholera, we must try and remember some of his prating, if it is only to effect a diversion of one's spirits from the gloomy to the dull.

"Mark," said the little green man, "what a contrast is there presented between yonder group, devouring a Cholera 'Extra,' with eager eyes, and look aghast, and that gay crew which is at this moment launching out in their pleasure barge from under the walls of the Castle. Hear but the querulous tone of inquiry of the first, and contrast it with the choery voices of the last. The one is exhausting in nervous fears their best resources against a coming evil, and the other is laying in a stock of health and spirits to carry them bravely through it. 'Now,' he pursued, heedless of the little attention we accorded him, 'if you like to speculate upon character, you may jump to a dozen conclusions by a single glance at that boat: for so readily are the dispositions of men betrayed by their amusements, that you may even judge of one's character by the manner in which he handles an oar. Where, for instance, you see a rower who nicely feathers and lines his oar, and describes the same ellipsis at every pull, you may take it for granted that that man, if a merchant, writes a good hand, calculates interest well, and has strict ideas upon the grand rule of proportion, let A do to B as he would have B do to him. If he is a lawyer, you may depend upon his briefs being well made out, with the marginal annotations neatly as well as justly cited. If a poet, though he may lack fire, you will find a strict regard to metre in all his writings. And if of a more respectable occupation, he is much esteemed as a useful member of society. Observe that man next to him, in whose hurried and irregular strokes you may discover the workings of an ill regulated mind, as easily as did Sallust the presence of evil passions in the agitated gait of Cataline. At one moment he pulls as if his whole soul were in the amusement, and at the next relaxes his efforts as if it only awakened disgust. If you listen a while, you will probably hear that his jests are generally the loudest, and his mirth the most reckless of any among his companions. Look at his compressed lip, however, and the deep indentation between the mouth and chin, and you will see the unfailing marks of strong passions curbed with difficulty, or overpowering feelings repressed with pain. Now carry your eye further down, and you will see by the nervous grip of the handle, the careless grasp of the loom, and the unfinished motions of the blade of his oar, that his character is as easily there betrayed as in the lineaments of his countenance. Trust not that man: his heart may not originally have been bad, but he is evidently one at war with himself, and too great intimacy may involve you in the quarrel. He in the bow who pulls so industriously, entirely out of line, now pointing his oar to the sky, now plunging it to the bottom of the river, and yet never rowing out of time, you may be certain is one of those persons who never attend to time anywhere else. He may be generous, intelligent, and true-hearted, but he never kept an engagement to dinner in his life: put not, therefore, your 'chateau' into cool for him, nor send to Del Monico's for an extra paté; he will inevitably disappoint you. He probably has many excellent points of character, however, and you can see a clear, determined disposition in the full, bold splash with which, at the order 'let fall,' his oar, without touching the gunwale, strikes the water. Observe the rower next to him, how carefully at the order 'toss,' he lays in his oar midships with the blade flat upon the thwarts. There is a considerate, as in his manner that betokens a reflecting disposition and even some tenderness of heart. Indeed, from where we stand, you may observe as he lifts his canvas hat, the organ of benevolence fully

developed. There is something visionary in his eye, however, and he is probably one whose castles in the air all assume the shape of dispensaries and cholera hospitals whence the universe might be prescribed for, or the sick of ages to come nursed and attended. As for those intermediate rowers, the first and third, from their so steadily watching the stroke oar, and the alertness with which they obey the orders of the cockswain, it may be easily seen that there is both stamina and readiness of character in them. They are men to be trusted, well to do in the world, and not easily put down.—The second, you may see by his pausing every moment to fidget and look around, is one of those who rarely get started in life, and when they are engaged in some eligible pursuit, are too feeble to follow it up with success. The fourth and fifth, who row with such an air of affected carelessness and real clumsiness, you may set down at once as wholly unfit for any useful purpose. They are of the number of those who do not believe with Lord Chesterfield that "whatever is worth doing, is worth doing well." They are above their business, and, from a desire to carry off matters with an "air," will through life be bunglers in every thing they attempt. Even now you observe the one on the starboard has omitted to take in his fender, and the larboard oarsman is trailing to recover from a false stroke. Just so in the grand rowing match of life, the first in his indolence will drag many an unseen incumbrance after him, and the last exhaust his resources in recovering from difficulties which caution might have avoided."

At this moment a newsboy thrust a "Cholera extra" between us, and much to our delight cut short the prosings of the little old man in green.

On returning to our post, after a fortnight's absence, we find the city talk and city press—and this one with the rest—occupied almost exclusively in discussing Cholera and Chlorides; though, upon the whole, we do not perceive as much cleanliness in the streets thus far, as so much talk, and the fear which it implies, would lead one to anticipate. We have before us at this moment complaints from the Eighth and the Fifteenth Wards, of negligence, or inefficient execution of the street cleaning ordinances; and elsewhere we have been made abundantly sensible that much remains to do. But then there was a heavy *arrears*—vast accumulations; and therefore one cannot expect that a few days should suffice for getting rid of it. We rely, however, upon the zeal of the Common Council and its agents; and these may be usefully aided and excited by individual co-operation, and the supervision of the press.

We see with pleasure the report made in the Board of Assistants by the Committee on the celebration of the Fourth of July, recommending that the ordinary parades and processions and other ceremonies of the day be omitted, on account of the crowds which are thereby assembled. We hope this recommendation will also extend to the booths around the Park and elsewhere, which, as tempting to intemperance, would be more prejudicial even than the collections of persons attracted by the military or civic parades.

With these, and other ordinary and reasonable precautions, we may in the present remarkably healthy state of our city, trust without rashness, that the pestilence—if it should come, (which, since its progress it follows no known laws, is not a necessary consequence of its being within the borders of the State,)—will be mitigated in its form, and of short duration.

It is well remarked by the Philadelphia National Gazette, in reference to the opinion, that because the Cholera is in Canada it must come here, that—

"Liverpool was in at least as much danger from Ireland, as New York can be from Canada, yet the

great English commercial city has escaped so far;—the great manufacturing cities were scarcely touched. It is not at all surprising or unexpected that a great mortality should prevail among the very many thousand emigrants who arrived at Quebec and Montreal in the space of a week or two; coming from infected parts of Ireland, and in a condition of itself pestilential. They brought, too, hundreds of cases of small pox to Quebec."

HEALTH OF THE CITY.—We are authorized and requested by the Mayor to state, that the reports made last evening to the Board of Health, from all the wards established the universal existence of a state of health unprecedented at this season.

These reports were the result of personal examination by the Alderman of each ward, and included details of the most conclusive as well as most consoling and satisfactory character.

We need scarcely add that we make this announcement with unfeigned satisfaction.

An adjourned session of the Legislature commenced 21st inst. at Albany. The main object being to district the state for members of Congress under the census of 1830, it will probably not last long.

FOREIGN INTELLIGENCE.

FROM ENGLAND.—The ship John and Elizabeth, Captain Mason, arrived last evening, bringing London papers to the evening of the 15th May, being some hours later than previous intelligence. The surmises as to Lord Grey's return to the Ministry are all but confirmed in the London papers. One journal says that the King has written to Lord Grey to inform him that he has taken into consideration the state and prospects of the Reform Bill, and is fully prepared to acquiesce in the advice of his Ministers to create such a number of peers as may be necessary to insure the safety of the Bill in the House of Lords; and a postscript to the Courier, dated at half past 3 P. M. on the 15th, has the following paragraph:—

Reports have been current for the last hour that Earl Grey has been sent for by the King, and requested to continue in office. Up to this time, however, we have no authority to confirm these reports. The Duke of Wellington was for two hours with the King this morning; but nothing has transpired as to the nature of the interview. It is said, but we know not how truly, that Mr. Croker, Mr. Wynn, Mr. Goulbourn, Mr. Baring, and Mr. Manner Sutton, have refused office.

This postscript is followed by another, ten minutes later, in these words:

"Earl Grey has not been sent for by the King, but it is confidently asserted that the Duke of Wellington will not be able to form an Administration."

An endorsement on the paper, by the London correspondent of the Gazette says:

"It has been announced in the House of Commons this evening by Lord Althorp that Earl Grey will resume office. Mr. Baring also stated that the Duke of Wellington was out of office."

[Private Correspondence of the Commercial Advertiser.]

North and South American Coffee-house, London, May 15, 1833, 7 o'clock, P. M.

Messrs. F. Hall & Co.—Gentlemen: I have to inform you that the Lord Mayor has announced publicly on 'Change, that the whole of the late Administration have been reinstated in their respective offices; this intelligence is also confirmed by Sir H. Parnell. I have this moment seen a gentleman who met him about ten minutes since, to whom he communicated the fact. Should a second edition be published by any of the newspapers previous to the coach leaving for Portsmouth, I will send you a copy. I am, gentlemen, yours very truly,

JAMES DAVIES.

LONDON, MAY 15 (Evening).—Considerable sensation has been excited by the reported refusal of the King to receive the address of the Birmingham Political Union. The following are the circumstances under which that refusal took place. The address signed by Mr. Attwood and other members of the Council of the Birmingham Political Union,

was forwarded, in the first instance, to Lord Melbourne, for presentation to the King. By Lord Melbourne it was sent to Sir H. Taylor, his Majesty's Private Secretary, who, in his reply, stated, by command of the King, that his Majesty could not recognize the parties who had signed that address, or those whom they represented. The purport of this answer was, we believe, communicated to the Birmingham Deputation in a handsome letter from Lord Melbourne, who, on obtaining it, abstained from forwarding a similar address from another Political Union, lest it should meet with a similar reception.

The Earl of Harwood has, we understand, made a strong representation as to the state of Yorkshire, and, generally, of the manufacturing districts in the North. His Lordship has, we hear, declared it impossible to answer for the consequences, if a Government be attempted upon any other principle than that of a large and efficient Reform.

It is currently reported that the Duke of Wellington has actually retired, and the Bank has just issued the following notice relative to the advance of money, but which has generally been published in the month of June:—

"The Governor and Company of the Bank of England do hereby give notice that on and after this day they will be ready to receive applications for Loans, upon the deposit of Bills of Exchange, Exchequer Bills, and East India Bonds, or other approved Securities; such Loans to be repaid on or before the 15th of June next, with interest up to that date of 4½ per cent. per annum, and to be for sums of not less than 2000*l.* each."

Bank of England, May 15th.

Exchequer Bills are quoted at 5 6 pm.

Cholera extinct in London.

Council Office, Whitehall, May 15.—It is not intended to publish any further reports for the Metropolitan Districts, in consequence of the Medical Inspectors, employed under the orders of the Central Board of Health, having declared the cessation of Cholera in London as an epidemic.

In the country.—New cases, 91; deaths, 33; recovered, 44; remaining, 173. W. MACLEAN, Sec.

In the French papers of the 14th, which arrived this morning, there is a protocol of the Conference, dated the 4th instant, in which the representatives of the Five Powers, whilst they recommend to Holland and Belgium to negotiate, bind themselves to prevent the renewal of hostilities on either side. M. Casimir Perier is rather better. The Cholera is decreasing. The *Moniteur* announces that all is quiet in the south.—Our private letters state, that great sensation was created by the news of a Wellington Administration having been formed here.

M. Van de Weyer, Minister Plenipotentiary from the King of the Belgians, set out at one o'clock this morning for Brussels.

It is believed that the only object of his journey is to give to his Government some verbal explanations relative to the last acts of the Conference of London, and to other circumstances which have for their object definitively to consolidate the independence and the interests of Belgium.

We have this morning received Hamburg and other German Papers. The only fact of interest which they contain is an announcement that the Poles who remain in Prussia, to the number of five thousand, are shortly to set out for France, in which an honorable asylum has been secured to them.

Sir Orlando Bridgman, ancestor of the present Earl of Bradford, refused, in 1672, to put the seals to the toleration act, and lost his office in consequence. His descendant votes against reform, true to the family principles.—[London paper.]

At a meeting of the inhabitants of Lambeth parish, attended by about 50,000 persons, a Mr. Grady said the time had arrived to prove to the King that he lives by the people, and not by the Lords, and that he must live for the people and not for the Lords; that the people will and can fight, or not fight; and that the time is come for the King to learn he is but the reflective power of the people, and without their support he is worse than any Lord. The same person then proposed that an address be presented, "praying his Majesty, if he have not resolution to check a proud and selfish aristocracy, to abdicate his throne;" which resolution, after being carried by a large majority, was followed up by several of a similar character—among which were the following:

That a petition be presented to the House of Com-

more, praying that they will grant no more supplies until the Reform Bill of the late Administration be passed into a law, without any alteration in its essential parts, as the only means by which the just rights of the people are likely to be obtained without bloodshed; and Mr. — be requested to present and support the same.

That in order to obtain our just rights, derived from God, and confirmed by the laws of man, our deprivation of which have been admitted by Commons, Kings and Lords, we will neither pay taxes in money to State or Church, until an act for the restitution of those rights has been passed.

The London Sun, in referring to these meetings, says—"The language of the Lambeth meeting, and still more, the formidable announcements of civil war given at the end of the Marylebone meeting, are subjects which will be heard from one end of England to the other. Defiance in every shape seems to be organizing itself. At the Marylebone meeting upwards of one hundred thousand persons were in attendance, when Mr. Hume, M. P. took the chair.

Colonel Jones rose to propose the first resolution. He asked, and he asked triumphantly, was there reaction? Aye: he looked at that meeting, and he asked, did it look like reaction? He wished the military chieftain who was to rule England could see that meeting now, though it was from the window of some adjoining cottage, even whilst amusing himself with some favorite female: at all events, he wished the great Captain witnessed that meeting, and he should again talk of reaction. (Cheers.)

He had inquired of the Secretary of War this morning whether he had ordered troops to be put in motion. He told him that he had not. If, therefore, the rumored movement of the troops had taken place, and if it were from orders by the Duke of Wellington or Lord Hill, they ought to be impeached. This was a declaration of war upon the people, and the people must prepare for war. If a few of them were to determine to die they would have very few soldiers against them. If the whole brigade of household troops were to enter this field, and the people were to stand quiet with arms crossed, they would not be interfered with. If they were to plant artillery, he (Col. Jones) at their head, would be bound to take every gun.—[Great cheering.] The Duke of Wellington had said that with 10,000 men he would put an end to Reform in eight days. He, [Col. J.] however, would give him 80,000 men, and the age of Mathusalem, and he could never put down Reform.—[Great cheering.] He had led troops in situations of danger, and he would again, if necessary, to preserve the rights of his countrymen.—[Great cheering.] The men in the North were ready to rise, and the men in the South must be ready to receive them. He wished to God that it might never be necessary; but if it were, he hoped they would be ready.—[Cries of "We will."] All the present Government wanted was to have an opportunity of butchering them, but he hoped they would not have it. He would continue to use his pen: he would never turn it into a sword till he was obliged to do it. When, however, that time should arrive, and he was obliged to throw aside the pen, to repel the sword which would be drawn upon him by another, he would never lay it aside till he ceased to exist, or had accomplished those changes which Englishmen were entitled to. He would never pay another tax till the Reform Bill passed. He would tell them mere—he was a commissioner of assessed land taxes, and by the living God, he would never sign another paper for their collection till the Reform Bill passed.—[Enthusiastic cheering.] The gallant speaker then alluded to the Queen and all the expected members of the Cabinet. The allusion to each was received with deafening yells and hisses.

Mr. Potter seconded the resolution, and observed that if the soldiers were treated as men and brothers, they need not be feared.

Mr. Parkes, and the gentlemen composing the Manchester and Birmingham deputations, arrived, and were received with most enthusiastic cheering.

Mr. Savage then addressed the meeting. He was glad that the Bill had been thrown out, as they should now have something more.—[Loud cheers.] He then referred to the period at which Earl Grey took office, and took a review of his conduct, and said, that he believed he would have carried it most certainly could he have done so.—[Great cheering.] The Duke of Wellington has declared that Reform is necessary. He might think so, for he never had the education which would enable him to judge. He might arrange the physical force, but he (Mr. S.) would

undertake to beat 10,000 such men as him with the usual combined force of the metropolis.—[Great cheering.] Could it be thought that the popular meeting he now saw could govern their own affairs better than that corrupted mass of matter composing the aristocracy.—[Great cheers and laughter.] He believed they might look to the House of Commons as their protectors against anarchy, and also the danger of military despotism, whether from the Duke of Wellington or any body else. If the House of Commons did not act decidedly, the people would be fully prepared to elect from among themselves those who would fully attend to their interest.—[Great cheering.]

The resolution was then put and carried unanimously.

PARIS, 25th April, 1832.

Several Americans, countrymen of Mr. Welles, now at Paris, wishing to contribute to the relief of those orphans, who have lost their parents by the cholera, a subscription has been opened at our office to receive their donations, which already amount, including that of our Prior, as per list annexed, to six thousand two hundred francs, which sum we hand enclosed.

We regret that many other Americans having left the capital, has prevented us from collecting a much larger amount.

WELLES & Co.

To the Editor of the Journal des Debats.

W. C. Rives, Minister from the United States, 500 francs; S. Welles 1000; J. Fenimore Cooper 500; L. Rogers 500; Gen. Devereux 200; D. Low 200; B. G. Wainwright 200; B. Curtis 200; F. Carnes 150; W. B. Draper 150; N. Niles 100; G. M. Gibbs 100; J. P. Smith 100; J. P. Hutchinson 100; T. W. Stonew 100; H. McCracken 100; J. J. Dorr 100; N. Berry 100; W. C. Moore 100; W. L. Graves 100; G. Douglass 100; W. Douglass 100; Miss H. Douglass 100; J. J. Ridgway 100; C. F. Weyman 100; E. Lanaque 100; H. W. Field 100; C. Lyman 100; H. Edwards 100; C. E. Anderson 100; T. H. Hutchinson 100; F. Todd 120; C. W. Pennock 80; J. S. Levering 50; Stoddard 50; J. Jackson 50; H. Brooks 50; Girod 50; Mrs. Pingle 50—6200 francs.

HOME AFFAIRS.

PUBLIC MEETINGS.

GREAT UNION MEETING.—A public meeting was held at the Sessions Hall on the evening of the 8th instant, in pursuance of a call upon those citizens, without distinction of party or pursuits, who feel that an arrangement of the Tariff Question during the present session of Congress, on principles of mutual concession, and embracing such modifications as may allay discontent, and restore harmony to the different sections of the country, is absolutely necessary for the preservation of Peace and Union.

Preserved Fish, Esq., called the meeting to order, and nominated Chancellor Kent, for Chairman, which was carried unanimously. Daniel Jackson, Esq., then nominated Stephen Allen, for 1st Vice President, and Chancellor. Kent nominated Gideon Lee, Esq., for 2d Vice President—both nominations were adopted unanimously. On motion of Daniel Jackson, Esq., Cornelius W. Lawrence and John A. Stevens, Esqs., were unanimously appointed Secretaries. The following resolutions were adopted:

1. *Resolved*, That the preservation of the Union of these States "in which are involved our prosperity, felicity, safety, perhaps our nation's existence," is an object of paramount importance never to be endangered for particular interests, nor sacrificed to abstract opinions.

2. *Resolved*, That in order to a satisfactory and equitable settlement of any of those important questions, which at times must variously affect States "differing in situation, climate, habits and particular interests," it is necessary that each should relax on some points; and always to recollect that our happy constitution itself was declared by its august Framers to be "the result of a spirit of amity, and mutual deference and concession which the peculiarity of our political situation renders indispensable."

3. *Resolved*, That an arrangement of the Tariff question during the present Session of Congress on such principles as may allay discontent and restore harmony to the different sections of the country is essential to the preservation of peace and union.

4. *Resolved*, That this important object cannot be effected otherwise than by sincere mutual defe-

rence and concession, evinced by great sacrifices of opinion and of interest on both sides; by acquiescence in special protection to certain branches of industry on the one hand, and on the other by an abandonment of exorbitant protecting duties, and of the most obnoxious and oppressive provisions of the system.

5. *Resolved*, Without pretending to decide what amount of revenue is adequate to defray the expenses and to meet the exigencies of government, that a reduction of the existing duties to that extent is essential, under any modification of the Tariff, to preserve the undivided confidence of the people in the general Government.

6. *Resolved*, That the proceedings of this meeting, certified by the President, Vice Presidents, and Secretaries, with a copy of the notification calling it together, be transmitted by them to the Senators of this State, and Representatives of this city in Congress, with a request that the same may be laid before both Houses, and that they will themselves endeavor to effect a settlement in the spirit and upon the principles before recommended.

Whereupon the meeting was adjourned.

JAMES KENT, President.

STEPHEN ALLEN, { Vice Presidents.

GIDEON LEE, {

Cornelius W. Lawrence, { Secretaries.

John A. Stevens, {

ANOTHER UNION MEETING.—A large assemblage of people, called together in the first instance by "the Friends of the American System," met in the Park yesterday afternoon.

Isaac Pierson, Esq. was appointed President, Ichabod Price and Benjamin Demilt, Vice Presidents, and Ralph Lockwood and Joseph P. Simpson, Secretaries.

The following resolutions, presented by R. Fisher, Esq. seconded by Gen. Robert Swartwout, after having been severally read, were, one and all, unanimously adopted, viz:

Resolved, That we solemnly pledge ourselves to be the steadfast and unwavering friends of the Union.

Resolved, That we fully acknowledge the rights of minorities, and that they ought to be respected. That we are prepared to yield any concession to our fellow citizens of the South, that can be done consistently with due protection to our merchants, agriculturists, mechanics, manufacturers and artisans, while we give cannot up to theory the solid interests of the majority of our citizens.

Resolved, That no alteration of the present Tariff, that shall sacrifice the interests of a majority to a doubtful policy, will have any tendency "to allay discontent and restore harmony to the different sections of our country," inasmuch, as such change would work greater injustice than it would profess to remedy.

Resolved, That we have looked in vain, and with great solicitude, for some fair proposition of compromises from our Southern brethren, which would be compatible with what is due to our own just rights and essential interest.

Resolved, That such reduction of the duties on imports as may be necessary to meet the present prosperous state of the country, should take place upon articles neither produced nor manufactured in the United States.

Voted, unanimously, That copies of the foregoing resolutions, signed by the officers of this meeting, be transmitted to the President of the United States Senate, and the Speaker of the House of Representatives, with a request that the same be laid before the respective bodies over which they preside—and that the same be also published in the respective papers.

On motion, the meeting then adjourned.

ISAAC PIERSON, President.

ICHABOD PRICE,

BENJ. DEMILT, { Vice Presidents.

RALPH LOCKWOOD,

JOS. P. SIMPSON, { Secretaries.

GREAT UNION MEETING IN BROOKLYN.—We forgot in making up yesterday's paper to invite attention to a call of their fellow citizens upon the part of some of the most respectable inhabitants of Brooklyn, to a public meeting of the friends of the Union in that flourishing place. The meeting is said to have been an overwhelming one. We annex the proceedings: Henry Waring Esq., was chosen President, Conk-

lin Brush, Vice President, Joseph Sprague and Abm. Vanderveer, Esqs., were appointed Secretaries. The object of the meeting having been stated by Edward Copeland in connection with some preparatory remarks, the meeting was then ably and eloquently addressed by Henry W. Warner, Esq., when the following resolutions, offered by John Greenwood, were seconded and adopted:

Resolved, As the sense of this meeting, that the preservation of the Union is an object which ought to be held sacred, and that no measures of sectional interest ought to be allowed to hazard our national existence.

Resolved, That in order to arrive at an amicable arrangement of the great question which agitates the nation, it is indispensably requisite, that the diversified individual interests, varying with the climate, soil, productions, population and habits, of different States, should yield to each other in all points essential to the common benefit of the whole, laying aside sectional prejudices, and taking for an example the illustrious precedent to which our Constitution owes its existence.

Resolved, That the proceedings of this meeting be published,
HENRY WARING, President,
CONKLIN BAUSH, Vice President.

J. Sprague,
Abm. Vanderveer, } Secretaries.

The frigate United States, lying at anchor off the Battery, has been fitted out for the Mediterranean. She will bear the broad pennant of Commodore Daniel S. Patterson, appointed to the command on that station. The following is a list of her officers:

Captain—John B. Nicholson; Lieutenants—William E. McKenney, John L. Saunders, John S. Chauncey, Edward Byrnes, Henry J. Auchmuty, and Lieut. Allen, passenger, to join the squadron; Marine Guard—Captain J. C. Hall, Lieut. William Lang; Surgeon—Bailey Washington; Purser—John N. Todd; Sailingmaster—George M. Bache; Assistant Surgeons—J. V. Smith, Robert M. Baltzer; Commodore's Secretary—Henry J. Handy; Passed Midshipmen—James F. Schenck, Robert Fitzhugh, Simeon Bissell; Midshipmen—David D. Porter, Robert Cassin, Nathaniel G. Bay, John C. Graham, Clarence Watkins, John J. Thurston, Francis E. Barry, Franklin Clinton, William S. Ringgold, Allen McLane, James H. North, Robert B. Pogram, Charles J. Auzer, Joseph H. Adams, William B. Renshaw, William Craney, James C. Williamson, Geo. Coltroccresies, Thomas W. Cumming, Robert Tillotson; Gunner—Samuel Cilty; Boatswain—George Blanchard; Carpenter—Patrick Dee; Sailmaker—John B. Poed.

Extract of a letter from a highly intelligent gentleman, dated May 26th, (Camp Rock River) to his friend in this city.

I am sorry to say, that your anticipations of an amicable termination of our Indian disputes in this quarter are not realized. The Sanks (the whole strength differently reported, from 500 to 900 warriors,) have refused absolutely to surrender the Menominee murderers, and have also, in violation of the treaty of last year, again crossed the Mississippi, and ascended this river. Gen. Atkinson has orders to drive them from the country, and Gov. Reynolds has also ordered out 2000 militia for the same purpose. The Indians steadily persisted that they should not commence a war; but if others began, that they would fight; and they have been as good as their word. They steadily ascended Rock River, without molesting a white person, and, although pinched by hunger, and tempted by well-stocked farms, committed not the slightest depredation. The militia, mounted, had preceded the regular force, (the whole having been placed under Gen. Atkinson's orders) to their place; and before the troops (four companies of the 1st and 6th Companies of the 6th Regiment) could reach this point, Gov. Reynolds detached 275 men, under a Gen. Stillman, who, coming up with the Indians, only about 100 in number, about 35 miles above here, attached and killed two of the Sanks, who were unresisting, on which the remainder of the 100 attacked the militia, who instantly fled in the most cowardly manner, and never halted until they reached this place. The Sanks pursued them 8 or 10 miles, killing and scalping eleven, and wounding several more. The Indians lost but three; two before, and one after the fight.

Thus the war was begun. The Indians have since commenced devastating the frontiers; they have burned and plundered the Ottoway settlement, thirty miles from this on the head waters of the Illinois river, and destroyed 15 persons. They have also committed murders in other parts; so that we know of at least thirty who have been killed already in this disgraceful affair. The Indians are now supposed to be (their main body) in a forest on the Fox River, of the Illinois, some 35 miles hence, and we shall probably move against them, so soon as Gen. A. hears from Gov. Reynolds, or Gen. Whiteside, the militia commanders who are now in that direction; but will not fight until "the regulars" come up. The Indians will make a desperate resistance, and unless they are speedily subdued, there is great reason to fear that the Winnebagoes and Pottawatomes will join them, when a general Indian war, with all its horrors, may be anticipated along the whole Indian frontier."

Gold and Silver Coins.—We doubt whether it was stated with sufficient distinctness in our report at the time, that, last month, the following resolution passed the House of Representatives:—

Resolved, That the committee on coins be instructed to inquire into the expediency of authorizing prompt payment in coin for bullion delivered at the mint, requiring a seignorage not exceeding the expense of coining, and making gold a tender in large, and silver a legal tender in small payments only, or the reverse; and that the said committee do further inquire, and report whether any, and what, evils or inconveniences result from the currency of bank notes of small denomination, and what are the appropriate remedies; whether it is practicable and expedient to restrain their circulation by providing that the bills of such banks as issue them shall not be received in payments to, or deposits on account of, the United States, or by any other, and what means, within the legitimate powers of Congress; and generally to inquire and report what further measures are requisite for the purpose of preserving an adequate supply of gold and silver coins in use, and increasing the specie circulation of the country.

[And also to inquire into the expediency of making silver the only legal tender, and of coining and issuing gold coins of a fixed weight and fineness which shall be received in payment of all debts to the United States at such rates as may be fixed from time to time, but shall not be otherwise a legal tender.]

TWENTY-SECOND CONGRESS—1st SESSION.

Wednesday, June 13.

In the Senate, on motion of Mr. Chambers, the bill providing indemnity for spoliation committed by the French, prior to the year 1800, was taken up—yeas 22, nays 19. A debate then ensued on the question of postponement, and a motion of Mr. Clay to lay it on the table finally prevailed without a division; after which it was ordered to a third reading, yeas 22. On motion of Mr. Tazewell, the Senate went into the consideration of Executive business, and when the doors were opened, adjourned.

In the House of Representatives, the bill from the Senate for continuing and amending the charter of the Bank of the United States was taken up.

Mr. McDuffie moved the postponement of the bill to Monday next, and that it be made the special order for that day.

The motion to postpone and make the bill the special order for Monday was agreed to without a division—the bill was ordered to be printed.

Adjournment of Congress.

The resolution heretofore submitted by Mr. Boon fixing the 25th inst. as the day of the adjournment of Congress was taken up.

Mr. Speight called for the yeas and nays which were ordered and were as follows:—Yeas 104; Nays 75.

The resolution heretofore offered by Mr. Slade, relative to the expense of the mission to Russia, was taken up.

Mr. Slade said he had addressed a letter about three weeks ago, to the Secretary of the Treasury on this subject, who declined giving the information unless called for by the House. Mr. S. offered a modification of the original resolution.

Mr. Carson moved to lay the resolution on the table—which was carried, yeas 95, nays 91.

The Tariff.

The hour of 12 having arrived,—

The House, on motion of Mr. Adams, went into committee upon the Tariff, and the discussion continued till the House adjourned.

Thursday, June 14.

In the Senate, Mr. Tipton rose to inquire of the Hon. Chairman of the Committee on Military Affairs [Mr. Benton] if he had received the information expected from the War Department relative to the force contemplated to be raised for the protection of the frontiers; and on being answered in the negative, Mr. T. earnestly pressed the immediate consideration of the bill on the subject which had a few days before been laid on the table. After some conversation the bill was taken up, and Mr. T. having withdrawn the amendment submitted when the bill was last under discussion, offered another as a substitute for the amendment of the House authorizing the President to accept of the services of mounted gun men or rangers not exceeding ——— to serve for twelve months unless sooner discharged; each man to provide his own horse and equipments, and to receive a per diem compensation of ——— dollars; and the officers to be appointed by the President by and with the advice and consent of the Senate, to receive the same pay and rations as officers of the regular army; the whole to be under the command of a Major. The amendment was agreed to; the blanks, on motion of Mr. Hendricks, having been previously filled with 600 for the number of men to compose the corps, and with one dollar for the per diem allowance of the men.

In the House of Representatives, Mr. Jewett moved the consideration of the resolution heretofore submitted by Mr. Boon, fixing a day for the adjournment of Congress.

Mr. Conner asked the yeas and nays upon the question, which were ordered and were as follows: Yeas 68, Nays 98.

The Speaker laid before the House a communication from the Secretary of State relative to the final adjustment of certain Spanish land claims which were referred to the Committee of Private Land Claims.

The Tariff.

Mr. Adams moved the House go into committee upon the Tariff, which was agreed to, M. Speight in the Chair.

Mr. Bates, of Massachusetts, addressed the Committee upon the general question about one hour and a half—when Mr. Clayton followed upon the general subject about four hours. Mr. Sutherland then obtained the floor, and after speaking about an hour and a half—on motion the Committee rose, and the House adjourned.

Friday, June 15.

In the Senate, Mr. Dickerson, pursuant to notice, moved that the orders preceding the bill reported from the committee on Manufactures, appropriating, for a limited time, the proceeds of the sale of the public lands among the several States, for the purpose of taking up that bill, be postponed. After some conversation the motion was agreed to, and the bill was taken up, and made the special order of the day for Tuesday next.

Mr. Benton made an unsuccessful effort to take up the bill to grant a township of land to the French College in St. Louis.

Mr. Wilkins moved a reconsideration of the vote ordering to a third reading the bill for the relief of certain insolvent debtors of the United States. His object, he stated to be, to move an amendment, which he read. Some discussion ensued, in which Messrs. Wilkins, Webster, Marcy, Frelinghuysen, Hayne, and Smith took part, and the motion to reconsider was agreed to, and the bill was amended, and ordered to a third reading.

On motion of Mr. Holmes, the Senate, at fifteen minutes past one, proceeded to the consideration of Executive business, in which they were engaged till a late hour.

In the House of Representatives, Mr. Duncan requested the House, by general consent, to take up the bill for mounting and equipping a part of the Army of the United States, as amended by the Senate.

The amendment of the House provides for raising 1000 mounted gun men, and the amendment thereto made in the Senate, modifies the bill so as to raise 600 mounted rangers to be organized into a battalion under the command of a major—the privates providing their own arms and horses, and receiving one dollar per day as compensation—the officers to receive the same pay and emoluments as officers in the regular service.

The question was then taken upon the bill as amended by the Senate, and was agreed to without a division.

The Tariff.

The House then went into Committee upon the Tariff—Mr. Speight in the Chair—and the discussion continued till the House adjourned.

Saturday, June 16th.

[REPORTED FOR THE NEW-YORK AMERICAN.]

In the Senate, Mr. Benton moved that the Bill granting certain public lands to the state of Missouri for the purpose of internal improvements, should be taken up, and several amendments made in committee, to include Louisiana and Mississippi in the provisions of the bill, were concurred in; and after some discussion on the principle, the bill was ordered to be engrossed for a third reading.

The bill entitled, An Act for the Relief of Insolvent Debtors of the United States, was read a third time and passed. Also a number of private bills. The bill making appropriations for the improvement of the Tennessee, Coosa, Cahawba, and Black Warrior Rivers was, on motion of Mr. Clay, after some debate, postponed till next Monday, and after some routine business, the Senate proceeded to the consideration of Executive business.

In the House of Representatives, the Speaker presented some communications from the Secretary of the Treasury respecting manufactures; which were referred to the Committee on Manufactures; also a communication respecting the fees to District Attorneys, which was referred to the Judiciary Committee, and a letter from the Secretary of the Navy, with a statement of the number of Lieutenants in the United States Navy, and their length of service therein respectively, which was referred to the Committee on Naval Affairs.

Sundry memorials were presented from Pennsylvania and Vermont, remonstrating against a modification of the Tariff.

Mr. Horn of Pennsylvania obtained leave to present a memorial from Mr. Whitney, the Director of the United States Bank, (of infamous notoriety as Mr. Cambreleng's informer) and which Mr. H. stated was presented to vindicate the character of Mr. W. from the aspersions cast on it. A division of a motion made to lay the memorial on the table and to have it printed having been demanded, the House agreed to lay it on the table. But on the question of printing an animated debate arose; in which on the one side it was contended that the printing was an act of justice, whilst on the other it was said that his evidence having been given on oath, he could not complain, if he testified truly, but should take the consequences resulting from it, and the facts in the memorial were not verified upon oath. A motion to lay the memorial on printing on the table along with the memorial itself, finally prevailed—yeas 74, nays 69.

The House went into committee of the whole on the Tariff, and Mr. Burges of Rhode Island addressed it at length, strongly urging the importance of the ultra-protective system, in the course of his remarks replying with severity to the arguments advanced by the advocates of nullification. After a number of amendments had been made to the bill,

Mr. Davis' amendment having been withdrawn, he subsequently renewed it with a modification, as follows, viz:

"Strike out the 2d section, and insert the following, viz:

On all milled and fulled cloths, made wholly of wool, and known by the name of plains, or kerseys, the value whereof shall not exceed 35 cents the square yard, and on blankets the value of which shall not exceed one dollar each, 5 per cent. ad val.

On worsted stuff goods, 10 per cent. ad valorem.

On worsted and woollen yarn, 4 cents per lb., and 50 per cent. ad valorem.

On hosiery, mits, gloves, and bindings, 35 per cent. ad valorem.

On Brussels, Turkey, three fly, Ingrain and Wilton carpeting, 70 cents the square yard.

On Venetian forty-five cents the square yard, and on all others 25 per cent. ad valorem, and on all manufactures of wool, or of which wool is a component part, and on ready made clothing, 50 per cent. ad valorem.

Provided, however, that the duty on flannel and baize shall not be less than 20 per cent. the square yard; and Provided, that the duties levied as aforesaid, on manufactures of wool, or of which wool is a component part, shall be assessed on the current wholesale market value thereof in the principal markets of the United States, to be ascertained by

the appraisers. And it shall be the duty of each and every collector, where any such goods shall be entered and appraised, to cause the time and place of entry, the value when made by the appraisers, and the number of yards, to be permanently marked on each piece of goods, in such manner as the Secretary of the Treasury shall direct."

Which gave rise to a lengthened discussion until past nine o'clock, and the committee rose principally to have the views of Mr. Adams on the subject.

Monday, June 18.

In the Senate, this day, the Chair communicated a remonstrance from sundry citizens of Brookville, New York, against any reduction of protective duties. Mr. Holmes presented resolutions adopted at meetings held in several towns in Maine and New Hampshire, in favor of the continuance of the protective system. Mr. Dudley presented the memorial of the dry goods dealers of the city of New York, praying that the tariff prepared by the Secretary of Treasury, be not adopted. Mr. Marcy presented the petition of sundry hatmakers, citizens of Albany, praying the duties on hats be not reduced. Mr. Dallas presented the proceedings of a meeting held at Easton, (Penn.) by the friends of the protective system.

The bill granting lands to the States of Mississippi, Missouri, and Louisiana, for the purposes of Internal Improvement, was taken up—the question being on ordering the bill to a third reading. After a debate the bill was laid on the table.

Mr. Benton, agreeably to notice, asked and obtained leave to introduce a bill to carry into effect the treaty of limits between the United States of America and the United Mexican States. Read twice and referred to the committee on Finance.

In the House of Representatives, Mr. Drayton requested the House to take up, by unanimous consent, the bill from the Senate for increasing the number of Surgeons in the Army of the United States.

The House then went into committee upon the Tariff.

The question before the committee was upon the amendment offered on Saturday by Mr. J. Davis instead of the second section of the bill from the committee of Manufactures.

Mr. Ward addressed the committee in favor of a conciliatory course.

Mr. J. Davis went into a general explanation of the principles and operation of the section of the bill proposed to be struck out as compared with the amendment. He concluded by modifying the amendment by striking out 50 per cent. as the general rate of duty on woollen manufactures, and inserting 40 per cent. instead.

He was followed by Mr. Huntington.

After a few remarks from Mr. Branch upon a part of Mr. Davis's speech—

Mr. Drayton went into a general statement of the principles raised by the amendment, and a detailed explanation of its operations.

Mr. Hoffman replied to the arguments urged by Messrs. Davis and Huntington in favor of the amendment.

Mr. Ingersoll then made an animated appeal in favor of the woollens interest.

Mr. H. Everett proposed an amendment to the amendment of Mr. Davis, providing that on all wool exceeding in value 8 cents per lb., a duty of 4 cents per lb. and a duty of — per cent—the value to be calculated as proposed in the amendment.

The question was taken on the amendment to the amendment, and was lost, Yeas 53, Nays 63.

The question then recurred on the amendment proposed by Mr. J. Davis, which was rejected, Yeas 57, Nays 72.

Mr. Crawford offered an amendment, going into details, with the view, he said, of keeping the duties upon iron and manufactures of iron, &c. at their present rates; which amendment was lost.

Mr. Adams moved an amendment to the first section of the bill, providing that so much only of the act of 1828, as is herein otherwise provided for, should be repealed.

Mr. A. explained that several articles were not intended to be affected by the bill—which rendered this change of its phraseology necessary.

The amendment was agreed to.

Mr. McKennan moved an amendment to guard against frauds in the valuation of wool—providing that fine wool mixed with dirt, which costs less than 8 cents per pound, shall be appraised at its probable cost abroad, free from such adulteration—which was agreed to.

Mr. McK. also moved to increase the duty upon wool from 35 per cent. ad valorem to 40 per cent. Mr. Stewart proposed to amend this amendment

by increasing this ad valorem duty to 50 per cent. This motion was lost.

The question was then taken on Mr. McKennan's amendment, which was carried, yeas 61, nays 51.

Mr. Nuckolls moved an amendment, striking out the specific duty of 4 cents per pound on wool, on which an animated debate arose, which was not concluded when our paper was made up.

Tuesday, June 19.

In the Senate, Tuesday, a message was received from the House of Representatives, announcing the decease of the Hon. Charles C. Johnson, a Representative in Congress from the state of Virginia, and that his funeral would take place at 4 o'clock in the afternoon.

On motion of Mr. Tyler, it was resolved unanimously, That the members of the Senate attend the funeral of the deceased, and wear crape around the left arm, for thirty days, in testimony of respect for his memory.

On motion of Mr. Tazewell, it was ordered, that when the Senate adjourns, it adjourns to meet at half past three o'clock.

On motion of Mr. Tazewell, the Senate adjourned.

In the House of Representatives, after the Journal of the preceding day was read, Mr. Bouldin announced to the House the decease of his colleague, Mr. C. C. Johnston—and after paying a feeling tribute to his memory, Mr. B. moved resolutions that the House attend the funeral at 4 P. M.—that a Committee be appointed to superintend the funeral rites, and that the members of the House wear crape on the left arm during the remainder of the session—which resolutions were unanimously adopted. The House, after ordering a message to be sent to the Senate, giving the information to that body—adjourned.

WEST POINT.—The annual examination at this institution closed on Saturday last, and we may doubtless soon expect the report of the Board of Visitors. That it will be favorable, highly favorable, in its views, both of the general utility of that school, and of the present remarkable proficiency of the Cadets in all the branches taught there, cannot be doubted by any one whose fortune it may have been to witness the recent examination. We know that it surpassed the expectation of several who were prepared to expect a great deal. The knowledge acquired by such application and thoroughness of learning, as can alone carry a young man through the ordeals of these examinations, must, in after-life, whatever be his career, prove a public benefit. The rolls of general merit having been arranged, we lay before our readers the names of the five Cadets in each class most distinguished at the General Examination in June 1832:

- 1st CLASS....1. George W. Ward, Massachusetts.
2. Robert V. Smith, Mississippi.
3. Benjamin S. Ewell, Virginia.
4. George W. Cass, Ohio.
5. Jacob W. Bailey, Rhode Island.
- 2d CLASS....1. Jonathan G. Barnard, Massachusetts.
2. Frederick A. Smith, Massachusetts.
3. William H. Sidel, New York.
4. George W. Cullum, Pennsylvania.
5. Rufus King, New York.
- 3d CLASS....1. William Smith, New York.
2. Harrison Loughborough, Kentucky.
3. John Saunders, Florida.
4. John F. Lee, Virginia.
5. James Duncan, New York.
- 4th CLASS....1. George M. Legate, New York.
2. Thomas T. Gantt, Virginia.
3. Cha's H. Bigelow, Massachusetts.
4. Cha's J. Whiting, Maine.
5. Montgomery Blair, Kentucky.

THE INDIAN WAR.—Annexed is the order of the Adjutant General, detailing the force which is to constitute the basis of General Scott's army of operation against the Indians. Some of the troops from other posts have already arrived here, and many of the companies we understand will be on their way to Albany on Friday.

The first class of cadets, just graduated at West-point, was relieved from duty on Saturday. On reaching this city on Monday, and hearing of the Indian campaign, they asked as we learn for permission to form part of the expedition—though entitled according to usage to a furlough till next November. Gen. Scott, it is understood, will avail himself of the services of as many of these high spirited and intelligent young soldiers, as he can find employment for.

The rumor that five officers of the army of the United States had fallen by the hands of the Indians, is not traceable to any authentic source.

ADJUTANT GENERAL'S OFFICE.
Washington, June 16th, 1832.
(Order No. 51.)

1. The Commanding Officer of Fort Monroe will detach five companies from the Artillery School of Practice, prepared and equipped for active service as Infantry, with orders to proceed forthwith to Fort Dearborn, (Chicago,) via New-York and the Lakes. The battalion will be commanded by Lieut. Col. Crane, of the 4th reg't of Artillery.

2. Brevet Major Payne, with his company, will proceed forthwith to Fort Columbus; and on being there joined by companies F. and H. of the 4th Artillery, now stationed in the harbor of New-York, will, without loss of time, resume the line of march for Chicago.

3. The garrisons of Fort Niagara and Gratiot to be conducted by their respective commanders, Lieut. Col. Cummings and Brevet Major Thompson, of the 2nd regiment of Infantry, will proceed forthwith to Chicago; and one company of the 5th regiment from each of the garrisons of Fort Brady and Mackinac, will be detached, and be ordered by their respective commanders to proceed forthwith to the same point of rendezvous.

4. The commanding officer of Baton Rouge will order all the companies of the garrison except one to proceed forthwith to the scene of Indian hostilities in Illinois, with orders to the commander of the battalion to report to the officer then in command of the troops. Should the commander of the troops from Baton Rouge, on arriving at St. Louis, learn that Indian hostilities had ceased, he will, in such event, return to Baton Rouge with his command.

5. Lieut. Colonel Twigg, of the 4th regiment of Infantry, will collect all the disposable recruits, organize and assume command of the detachment, arm and equip such portion thereof as he may judge to be expedient, and forthwith proceed to Chicago.

6. Surgeon Everett is assigned to duty with the battalion of Artillery ordered from Fort Monroe, and Assistant Surgeon Macomb to the detachment from Fort McHenry and the harbor of New-York; Surgeon Harney will accompany the troops ordered from Baton Rouge; Assistant Surgeons Stevenson and Sternecke will accompany the commands from Forts Niagara and Gratiot; Assistant Surgeon Kerr will forthwith proceed to join the command of Brevet Brigadier General Atkinson, via Chicago; and Assistant Surgeons Finley and James, now on furlough, will forthwith repair to their respective stations and report in person for duty.

7. The Quartermaster General, Commissary General of Subsistence, Surgeon General, and Colonel of Ordnance, will take measures to furnish the means and supplies requisite for the prompt and efficient execution of the provisions and object of this order.

8. All absent Captains and Subalterns attached to companies ordered to Chicago, or elsewhere on the Northwestern Frontier, will forthwith join their respective companies for active duty, unless exempted by special authority, communicated through the Adjutant General's Office.

9. Brevet Major Pierce, of the 4th Artillery, will forthwith proceed from New-Castle to the harbor of New-York with his entire command, and the companies A. and D. of that regiment will garrison Fort Columbus and Hamilton, in place of companies F. and H. which companies are not to await the arrival of the relief garrison from Delaware.

10. Brevet Major General Scott is charged with the execution of this order and the prompt movement of the several detachments herein ordered from the seaboard and upper lakes.

General Scott will repair to Chicago, assume command of the forces, and direct the operations against the hostile Indians.

By order,
R. JONES,
Adjutant General U. S. Army.

THE BORDER WAR.—The following extract, says the National Intelligencer, is made from a letter to an officer of this place, dated Fort Crawford, Prairie du Chien, 3d June, 1832:—

"It was rumored here at one time that the Winnebago Indians had joined the Sacs and Foxes, but they have since joined Gen. Dodge's party, to fight against them. There are two expresses now here, one from Gen. Dodge, for two hundred horses; the other from Gen. Atkinson, (Col. Hamilton and Aid,) for the Sioux and Menomonees, who are daily expected here, and will be speedily despatched. All Prairie des Chiens are under arms; some families from the mining country have taken shelter in this fort. The dead bodies of the two young ladies supposed to be taken prisoners, have been found, with every appearance of having been brutally ravished, &c. A blacksmith and his party, employed in burning coal near the portage of the Wisconsin river, have been killed."

TRIBUTE TO LAFAYETTE.—We have just seen a gold medal which the regiment of National Guards of this city, commanded by Col. Stevens, are about sending to Lafayette. The design of some such compliment was conceived in the tent of Washington on the 22d of February last, when some of that regiment were doing duty around it. It is designed to commemorate that anniversary. It is a large solid medal of fine American gold, weighing 157 dwt. richly chased and embossed. The centre presents two medallion likenesses of Washington and Lafayette—very striking—surrounded by a wreath of oak and olive, the emblems of force and peace: the latter's axe unites the two ends of this wreath. On either side, the standard of the United States and that of the National Guard of France are displayed, supported by the various implements of war. On a raised

shield beneath the medallions, are quartered the arms of France, of the United States and of the State of New-York, with the initials of the N. Y. National Guard. A scroll below bears the motto of the National Guard—"Pro patria et gloria." On the reverse, very neatly engraved, are these words:

"The National Guard (37th Regt. N. Y. S. A.) to LAFAYETTE. Centennial Anniversary of the birthday of WASHINGTON. New York, 22d Feb., 1832."

We are requested to say that this medal will be exhibited to the members of the corps and their friends at Stoneall's, on Friday and Saturday from eleven to three o'clock.

In Congress, on Tuesday, owing to the death of Mr. Johnson, of Va. nothing was done. The circumstances of that death are thus related in the National Intelligencer of yesterday.

He had gone to Alexandria to visit a friend on Sunday; he passed the evening at his friend's house, and left it, in the midst of the storm then raging, to go to the wharf, with a view to take passage on board the mail boat Sydney, which leaves Alexandria at about 9 o'clock, P. M. for the city. He was attended by a servant, who left him when he had shown him within sight of the wharf. This was the last seen or heard of him until his body was found on Monday afternoon. It is beyond a doubt that he walked into the slip, and struck his head in falling, or he would have saved himself, being an expert swimmer.

Some misapprehension having existed as to the tenor of Bishop Onderdonk's letter to the Corporation, we publish the letter itself—which strikes us as a proper and reasonable one.

New-York, June 18th, 1832.

SIR:—I hope it will not appear intrusive for me to address you a line on a subject connected with our present exposure to cholera, and peculiarly interesting to a large and respectable portion of the community. I refer to the public observance of a day of fasting, humiliation and prayer. And my object is, respectfully to communicate to you, that such an appointment would be observed by none more cordially, or with a more devout sense of its propriety, than by the communion which I have the honor officially to represent. That communion has been accustomed to look to the civil authorities for a recommendation in the premises; and I am confident that I do its members no more than justice when I say, that it would afford them great satisfaction to unite with their fellow citizens in the devout observance of any day which the Honorable Common Council may think fit to appoint. Nor would anything be more gratifying to myself than an opportunity of officially contributing to the proper solemnizing, by the church to which I belong, of such an occasion.

With sentiments of high consideration and respect, I have the honor to be, sir, your ob'dt servant,

BENJ. T. ONDERDONK

Bishop of the Protestant Episcopal Church,

in the State of New-York.

The Honorable Walter Bowne,

Mayor of New-York.

The annexed form of prayer has been prescribed by Bishop Onderdonk, to be used in the congregations of the Diocese of New-York during the continuance of danger from the Cholera Morbus, immediately before the General Thanksgiving, at Morning and Evening Prayer. In the accompanying Circular, the Bishop holds the following language to his brethren of the Episcopal Church:

Besides inviting you to the use of these prayers, in a truly devout and Christian frame of mind, with deep repentance for your sins, with humble and sincere resolutions of amendment of heart and life, and in the exercise of the true and living faith of the Gospel, I would also most earnestly and affectionately urge you to think seriously of the impending judgment of God, to consider the things which belong to your everlasting peace, before they be forever hidden from you, and in the daily exercises of religion, and in the constant manifestation of its pure and holy influence on your character and conduct, to pray and strive through the merits of God in Christ, and by the blessed influences of the Holy Spirit, the hand of your Heavenly Father may be upon you for good and not for evil.

My Rev. Brethren, the Clergy of the Diocese, I would especially and affectionately call to diligence

and earnestness in urging upon their people that improvement which Christians should make of the impending judgment of God, as seriously impressing upon them their exposure to death, and their responsibility at the great judgment to which death will be the summons.

FORM OF PRAYER:

Most Gracious Father and God, who hast promised forgiveness of sins to all those who with hearty repentance and true faith turn to thee, look down upon us thy unworthy servants, who, under an awful apprehension of thy judgment, and a deep conviction of our sinfulness, prostrate ourselves before thee. We acknowledge it to be of thy goodness alone, that whilst thou hast visited other nations with pestilence, thou hast so long spared us. Have pity, O Lord, have pity upon us. Withdraw thy heavy hand from those who are suffering under thy judgments, and arrest the grievous calamity with which other people have been scourged, and against which our only security is in thy compassion.—We confess, with shame and contrition, that in pride and hardness of our hearts, we have shown ourselves unthankful for thy mercies, and have followed our own inclinations instead of thy holy laws; yet, O merciful Father, suffer not thy destroying angel to lift up his hand against us, but keep us in health and safety; and grant, that, being warned by the sufferings of others to repent of our sins, we may be preserved from all evil by thy mighty protection, and enjoy the continuance of thy mercy and grace, through the merits of our only Mediator and Advocate, Jesus Christ. Amen.

O, Almighty God, who by the many instances of mortality which encompass us on every side, and by the warning, now especially urged upon us, of our exposure to the sudden stroke of death, dost call us seriously to consider the shortness of our time here upon earth, and remindest us that in the midst of life we are in death, so teach us to number our days, that we may apply our hearts unto wisdom.—Give us grace to turn unto thee with timely repentance, and thus to obtain, through the merits of our Saviour, that pardon to-day, for which, to-morrow it may be too late to seek; that in being strengthened by thy good Spirit against the terrors of death, and daily advancing in godliness, we may at all times be ready to give up our souls into thy hands, O gracious Father, in the hope of a blessed immortality, through the mediation and for the merits of Jesus Christ our Lord. Amen.

COMMERCIAL.—The following circular and decree, respecting the repeal of Spanish tonnage duty on American shipping, are important:

GIBKALTAR, 16th MAY, 1832.

It is with great satisfaction that we are now enabled to acquaint you, that the King of Spain, by his royal order (a literal copy of which we hereunto annex), has abolished the charge hitherto made in the ports of Spain of one dollar per ton on American vessels. By this order you will perceive that they are now placed upon the footing of the most favored nations, and that henceforth American vessels will be enabled to enter the ports of the peninsula and transport any business without incurring any other charges whatever than merely the incidental ones of pilotage in and out, &c. &c., which will not amount in all to more than thirty or forty dollars. While the exaction of this tonnage money had a tendency to drive the American commerce from the ports of Spain, the abolition of it will invite a renewal and increase of it. Having a branch of our house established in Cadix, under the same firm as here (Hill & Blodget), we avail of this occasion to tender you their services, as well as our own here; and remain, very respectfully, your obedient servants,

HILL & BLODGET.

(Copy.)

Our Lord the King has been pleased to approve of the abolition of the duty of rials vellon (30) per ton hitherto exacted from all Anglo-American vessels in Spanish ports, ordering it to be reduced to the same as is paid by other nations, in consequence of the United States having annulled it, although conditionally, with the Powers that may establish a reciprocity,—it being now the same as was paid, as a friendly Power, previous to the Royal order of the 20th of October, 1817,—under the supposition, that the duty of rials vellon (25) per ton levied on Spanish vessels in the ports of the United States is effectually suppressed.

By command of His Majesty, I communicate this to your Excellency for the corresponding effects and purposes.

God preserve your Excellency many years, &c.
The Director Gen. of the Customs, Madrid.

SUMMARY.

SHIP LAUNCH.—A splendid ship, of 600 tons burthen, was launched on Tuesday last, 19th inst. from the shipyard of Messrs. Smith, Deman & Comstock. She is named the *VIRGINIAN*, will be commanded by Capt. Isaac Harris, now of the packet ship *Birmingham*, and is intended to take the place of the ship *Silvanus Jenkins* in the line of Liverpool packets belonging to Messrs. Wood & Trimble, and Samuel Hicks & Sons.

SUBSTANTIAL COMPLIMENT.—We have been shown a silver pitcher, of very handsome workmanship, with the following inscription upon it: "Presented to Captain R. J. Macy, of ship *North America*, by the gentlemen passengers who sailed with him from Liverpool, May 1, 1832, and landed at New York on the 27th of the same month, as a mark of respect and esteem they entertain for him as a gentleman and commander."

ANCHER.—The passengers who came out in the ship *Napoleon*, Captain Smith, have presented him with a costly silver vase as a merited testimonial to his professional conduct during their passage from Liverpool, and a mark of personal regard for him as an individual.

ELIZABETHTOWN, (N. J.) June 5.—*Episcopal Convention.*—The General Convention of the Protestant Episcopal Church of this diocese, was held at Morristown last week. A proposition was made to go into the election of an Assistant Bishop—the infirmities of Bishop Croes preventing him from discharging the functions of his office. After discussing the matter, it was determined to defer the election for the present. There will be a special meeting of the Convention in August next, when the election will be made, should circumstances require it.

Bishop of Vermont.—At a meeting of the clerical and lay Deputies of the Eastern Diocese held last year, it was resolved to divide the States into Dioceses in the following manner: The State of Massachusetts to form one, and to retain Bishop Griswold; New Hampshire and Maine, one; Rhode Island one; Vermont one. At a meeting of the convention of Vermont, on the 31st of May, the Rev. Mr. Hopkins of Trinity Church, Boston, was elected Bishop.

Boatmen's Church and Reading Room at Albany.—A room has been fitted up for the use of Canal Boatmen, Watermen, &c. in Albany, on pier No. 121, as a place of worship on Sundays, and a reading room for the rest of the week. The Rev. Moses Jewel has been appointed preacher. Considerable expense must be incurred—for the population for whom this effort is made is extensive.

There are two thousand and thirty-six canal boats that come to that city, says the *Albany Daily Advertiser*; averaging five souls each boat 10,080
Eleven steamboats, averaging 30 each 330
Five hundred and thirty-eight sloops, schooners, and other craft, averaging four each 2,152

Making a total of souls 12,662
"The committee of the Albany Bethel Union, would therefore solicit the assistance of all watermen, citizens and others, friendly to the object, in carrying forward this good work. They would solicit of the publishers of periodicals throughout the country, who feel disposed, to forward a copy of their publication for the use of the reading room. Donations in books, for the purpose of establishing a library for the watermen, will be gratefully accepted.

Donations in money, forwarded to Mr. John Van Schaack, Treasurer, No. 28 State-street—Periodicals and books to Rev. Moses Jewel, 121 Pier.
By order of the Committee of the Albany Bethel Union. Lewis C. Beck, Secretary."

Death of a Foundling!—Some days since a gentle looking female, accompanied by a gentleman, called at the house of an elderly woman in Church street, with an infant, which they desired her to take care of. They declined giving their names, but told the woman she would find a letter in the Post Office containing \$100, and that a similar sum would be remitted in the same way, at proper intervals, as long as the child remained with her.—The woman took the child, called the next day at the Post Office, and received the letter with the \$100 enclosure. The child lingered along in feeble health, till last night, when it died. The child was about two months old. Every thing in relation to its parents remains a mystery.—[*Alb. Even. Jour.*]

BENNINGTON, (VERMONT) June 5.—*A Shower of Chalk!*—*Extraordinary.*—On the 30th of May, as Mrs. F. Blackmer was returning from the South part of the town, near sunset, she was overtaken by what she supposed a hail storm—on arriving at home she mentioned the circumstance to her husband, Mr. F. Blackmer, who was a little incredulous of the fact, as he had not seen any at home. In taking off Mrs. Blackmer's cloak some of the supposed hail had lodged in the folds of the lining, and on examination it was found to be apparently small globules of Chalk. In the evening the circumstance was named to the narrator—who was a little incredulous of the fact, notwithstanding the high credibility of Mr. Blackmer, who to put the matter past dispute, took his lantern and went to his Dearborn wagon and brought a number of small globules that had lodged in the wagon—on examination they had the appearance of very pure chalk—were of the size of mustard seed shot, and very white. According to Mrs. Blackmer there was a very considerable fall of it, so much so that the wind being N. W. and in their faces made it uncomfortable proceeding. The cause we must leave to abler heads, but there is no doubt of the fact.—[*Gazette.*]

[*From the Camden Journal, S. C. June 2.*]
DEATH OF GEN. SUMTER.—A few hours after the Journal went to press, we received intelligence of the death of this venerable relic of Revolutionary glory—at once the patriot and the patriarch of his country's history. He died at his residence at South Mount, yesterday at 12 o'clock, full of years and full of honors. The indisposition which closed the days of Sumter was sudden and unlooked for. We have no time to say more. Full justice will be done hereafter to the character of the gallant soldier, and the unspotted patriot.

MACON, (Geo.) May 26.—On the night of the 15th inst. the house of Mr. Robert Young, on Cedar Creek in the upper part of Jones county, was destroyed by fire, together with his four children. Mr. and Mrs. Young had gone over to a neighbor's to spend the evening, when the house took fire and every thing in it was consumed. The calamity was accidental. The oldest child was eleven years old, and the youngest four.—[*Telegraph.*]

RICHMOND, (Va.) June 2nd inst.—A destructive fire occurred in Manchester last night. It originated in the kitchen of Mr. McDonald, between 12 and 1 o'clock, and swept off near or quite thirty buildings, before its progress was arrested. Six of the buildings destroyed were on the Main Street, in the centre of the Town; the others on a cross street, without houses connected with the principal buildings. The principal sufferers are John Turpin, the Estate of Wm. Bottom, Mr. McDonald, Archibald Bott, Zachariah Hall, Henry A. Bridgewater, Beverly Sizer, and Wm. W. Weisiger. No satisfactory account of the origin of the fire can be obtained.

Conviction of Murder.—A Halifax, N. S. on the 25th ult. a man by the name of Crane was convicted of murder and sentenced to death. His victim was Capt. Luke Richard, of schr. *Margery*. The act was committed on board his own vessel, by shooting, in the month of July last. Crane was a passenger.

[*From the Lexington Observer of May 26.*]
HORRIBLE MURDER.—Mr. Andrew Young, of Montgomery county, and his wife, were both murdered in a most shocking and brutal manner on Sunday last, by one of his own negro men. The circumstances so far as we have been able to learn them, are as follows:

On the evening before the murder, the negro was about leaving home,—and was told by his master that he must return early the next (Sunday) morning, to catch the horses for his (Mr. Y.'s) daughters to ride to a Methodist Camp-meeting, and perhaps to go with them, and take care of the horses at the meeting. He did not return, however, until 10 or 11 o'clock, when he went into the garden where Mrs. Young was picking strawberries, and on being scolded by her and threatened with chastisement, he took up an axe, struck her to the ground, and continued his blows until he severed her head from her body. He then went in a direction to meet Mr. Young, who had been some distance from his house, and was returning, and told him that he had killed his mistress and would kill him, which fell purpose he too fatally executed by beating him with an axe (the same used upon his mistress) until his brains were knocked out and his body most horribly mangled. There was no other white person about the place at the time of the murder. The negro had been raised about the house of Mr. Young, and was much indulged. He says himself, (so stated our informant) that his master had not struck him for upwards of five years. He is now safely lodged in the jail of Montgomery county. The annals of crime do not furnish a more cold blooded and deliberate case of murder, save, perhaps, the one in Clarke county, on the body of Capt. James Pace, in August last. The perpetrators of that horrid deed had not even the courage and the plea the negro appears to have had.

Spontaneous Combustion.—The large Balloon, which Mr. Durant has been constructing for an aerial experiment, was destroyed by spontaneous combustion, at Jersey City, between the hours of 8 P. M. on Saturday, and 5 A. M. on Sunday. On Saturday, 9 A. M. it was dipped in varnish, and suspended in the air to dry till 8 P. M., when it was removed to a room, where it lay on four chairs, covering a surface of 14 or 15 square feet. The following morning it was almost entirely reduced to a cinder.

Fire.—About 8 o'clock on Saturday evening a fire broke out in the distillery in Brooklyn occupied by Messrs. Birdsall & Schenck. Before any efficient aid could be rendered, the building, with a large quantity of spirits which it contained, was entirely destroyed. The property was insured for \$7,000, of which \$5,000 was in the Equitable Insurance Company, and \$2,000 in the Brooklyn Insurance Company. The whole loss is supposed to be nearly \$15,000.

To the Editor of the N. Y. American:

I observe in your paper of the 22d ult., "A scrap of natural history," respecting the habits of the black snake returning and laying by the side of its dead companion, which reminds me of a circumstance which took place some fifteen or twenty years ago, of which I was an eye witness. Traveling several miles in the country with two or three friends, we met with a very large black snake, which was soon slain; and to make "assurance doubly sure," I took a flat stone as large as I could conveniently manage, and throw it on its middle and left it lying in the road. Returning about four or five hours afterwards, to my utter astonishment I found two snakes instead of one, both exactly of the same length, lying as close together as possible. My first impression was, that some one in our absence had killed the second one and had taken the pains to place it by the side of its mate under the stone, which remained exactly as I had left it. But on approaching their heads, I soon discovered my mistake: a sparkling eye told me that the last one had taken its present position from choice rather than compulsion, and a hissing tongue served to warn me not to disturb the repose of the dead. For my own part, though an enemy to snakes, I could not muster resolution enough to kill it, since it appeared to possess so much attachment and affection for its mate; but my companions, a little more resolute, declared that no serpent should ever escape from them when it was in their power to prevent it. It made no attempt to escape, and was killed without moving an inch from its dead companion. I. S.

[*From the Philadelphia National Gazette.*]

A long list of names, highly respectable, was obtained within a day or two, last week, for a public dinner in this city to Washington Irving, Esq. A letter requesting his assent was addressed to him, with the signatures of several gentlemen selected for the purpose. We are sorry to add that he has declined the dinner, but his motives are unfeigned, and such as we are all bound to respect. This tribute of esteem from Philadelphia was specially due, and would have proved highly expressive. The number of subscribers to the dinner was likely to be as great, and the company altogether as distinguished, as on any previous similar occasion. In our community there is a deep and pervading sense of the merits of Mr. Irving: the pleasure which he has provided for the reading world, and the lustre which his works have shed on his country, are known to nearly all classes. He is an object of patriotic as well as literary honor and gratitude.

The following is the reply of Washington Irving to the above invitation:

WASHINGTON, June 9th, 1832.
Gentlemen:—I cannot feel otherwise than deeply sensible of the distinguished honor you propose to confer on me, in giving me a public dinner, on my return to Philadelphia. Associated as your city is with some of the most agreeable recollections of my early life, and endeared as it is to me by many cherished friendships, I know of no city but that of my birth, where the proffered testimonial of esteem and kindness would be more acceptable. I have, however, so strong and unfeigned a repugnance to being the object of public distinction of the kind, that, with the exception of the first welcome to my native place, I have made up my mind to decline all invitations but those of a private nature.

Trusting that you will properly appreciate these reasons, and will feel assured of my heartfelt gratitude and perfect respect, I have the honor to be, Gentlemen, Your very obliged friend and servant,
Washington Irving.

POETRY.

THE RELAPSE.

From an old Newspaper.

Sunday Morning.

And may I after all I've known—
All that in my brain I bear—
To make me believe that love is bought
But doubt, delusion, and despair:
To make me deem I am the slave
Of mocking fantasy—or thou
Not all that once I thought thou wert—
All that I fondly think thee now.
May I throw by the icy shield
Despair unto my heart has lent,
And banish all the reckless thoughts
Which there, with gentler ones are blent.
May I, indeed, surrender up
My inmost soul to thee again,
Nor know one chilling fear the while
I pour its feelings forth in vain.
Oh! if I may, take here the love—
The tried affection of long years,
The constancy which nought could move,
The passion purified in tears—
And ask thy heart, while I reveal
The thoughts which in my bosom burn,
If all I've felt and all I feel
May not from it claim some return.

Sunday Night.

Like one who starts from some wild dream
Which sense and soul have both enthralled,
Confused I wake, and trembling stand
At my own fancy's work appalled:
To have so bowed beneath a spell
Which one light word, at random spoken,
A word that cost thee nought to speak—
Could thus have in one moment broken
Well, be it so: 'tis but a pang
Added to many a pang before;
And, what 'twas madness to believe,
'Twas worse than folly to deplore.
For me there's this consoling thought
Amid the wreck of all that's past—
My heart must still in time grow cold,
And Love be wearied out at last.

DAY.	Highest.	Lowest.	Highest.	Lowest.	WINDS.	WEATHER.
10	73	56	30.00	29.67	N. by W.	Clear until 7 p.m.—then and after cloudy.
11	73	56	30.00	29.67	N. by W.	Clear until 7 p.m.—then and after cloudy.
12	73	56	30.00	29.67	N. by W.	Clear until 7 p.m.—then and after cloudy.
13	73	56	30.00	29.67	N. by W.	Clear until 7 p.m.—then and after cloudy.
14	73	56	30.00	29.67	N. by W.	Clear until 7 p.m.—then and after cloudy.
15	73	56	30.00	29.67	N. by W.	Clear until 7 p.m.—then and after cloudy.
16	73	56	30.00	29.67	N. by W.	Clear until 7 p.m.—then and after cloudy.
17	73	56	30.00	29.67	N. by W.	Clear until 7 p.m.—then and after cloudy.
18	73	56	30.00	29.67	N. by W.	Clear until 7 p.m.—then and after cloudy.
19	73	56	30.00	29.67	N. by W.	Clear until 7 p.m.—then and after cloudy.
20	73	56	30.00	29.67	N. by W.	Clear until 7 p.m.—then and after cloudy.
21	73	56	30.00	29.67	N. by W.	Clear until 7 p.m.—then and after cloudy.
22	73	56	30.00	29.67	N. by W.	Clear until 7 p.m.—then and after cloudy.
23	73	56	30.00	29.67	N. by W.	Clear until 7 p.m.—then and after cloudy.
24	73	56	30.00	29.67	N. by W.	Clear until 7 p.m.—then and after cloudy.
25	73	56	30.00	29.67	N. by W.	Clear until 7 p.m.—then and after cloudy.
26	73	56	30.00	29.67	N. by W.	Clear until 7 p.m.—then and after cloudy.
27	73	56	30.00	29.67	N. by W.	Clear until 7 p.m.—then and after cloudy.
28	73	56	30.00	29.67	N. by W.	Clear until 7 p.m.—then and after cloudy.
29	73	56	30.00	29.67	N. by W.	Clear until 7 p.m.—then and after cloudy.
30	73	56	30.00	29.67	N. by W.	Clear until 7 p.m.—then and after cloudy.

METEOROLOGICAL RECORD—JUNE, 1893.

MARRIAGES.

MARRIED—On 12th inst. in St. Thomas Church, by Rev. Francis L. Hawkes, Miles R. Burke, Esq. to Jane Antoinette, daughter of the late John Duffie, Esq. of this city.
On Monday evening, June 11th, by the Rev. Mr. Ware, R. P. Lawrence, Jr. to Louisa, daughter of Mr. Henry Hart, all of this city.
Friday evening, 15th June, by the very Rev. Dr. Power, Maurice A. Power, to Catharine Louisa, daughter of the late Hon. Brochholst Livingston.
At Brooklyn, on the 11th June, by the Rev. D. L. Carroll, Austin Baldwin, Esq. of New-York, to Miss Julia C. Huyck, of Kingston.

DEATHS.

DIED—On morning of 1st June, at 10 o'clock, Mrs. Catharine Van Pelt, aged 38 years, wife of John Van Pelt, and daughter of Isaac Sebring.
Monday morning, 12th June, in the 80th year of his age, Mr. Thos. Cooper, formerly of Birmingham, Eng.
On Saturday evening, 12th June, at Manhattanville, after a lingering illness, Mr. Nicholas Cohen, a native of Guernsey, in the 70th year of his age.
On Sunday afternoon, June 17, aged 26 years, Emily Sophia wife of Henry F. Rogers, of this city, and daughter of the late Fitch Rogers, of Stamford, (Conn.) Her remains have been taken to Stamford for interment.
On Sunday morning, June 17, Nathan B. Graham, Esq. Counsellor at Law, in the 60th year of his age.
On Saturday evening, the 16th instant, after a severe illness, Samuel M. Fitch, Esq. in the 60th year of his age.
On Thursday, June 17th, at 8 o'clock, P. M., Parmenio Philo-whipley, aged 25 years and 2 days.

Friday morning, June 8th, Grace Apthorp, aged three years, daughter of Dr. Jer. Van Rensselaer.
Wednesday morning, Edward, son of Thomas W. Fearall, aged two years and three months.

On Monday evening, June 11th, Peter Hattrick, Esq. aged 77, a native of Scotland, and an old and respectable merchant of this city.

On the 9th inst. at his residence in Hyde Park, Dutchess County, Edward Roosevelt, son of James Roosevelt, Esq. in the thirty fifth year of his age.

This morning, in the 48th year of his age, Mr. Robt Cahoon. Drowned, on Tuesday morning, 12th instant, while bathing, Archibald W. Hunt, aged 14 years 8 months and 5 days, son of Mr. Josiah Hunt.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 98 persons during the week ending on Saturday last, 18th inst., viz:—34 men, 19 women, 39 boys, and 19 girls.—Of whom 30 were of the age of 1 year and under; 7 between 1 and 2, 9 between 2 and 3, 7 between 3 and 10, 5 between 10 and 20, 8 between 20 and 30, 15 between 30 and 40, 8 between 40 and 50, 3 between 50 and 60, 1 between 60 and 70, 4 between 70 and 80, and 1 between 80 and 90. Diseases: Apoplexy 2, bilious dysentery 1, burned or scalded 1, consumption 19, convulsions 4, contusion 1, cramp in the stomach 1, dropsy 1, dropsy in the chest 1, dropsy in the head 8, drowned 1, dysentery 2, fever 1, fever, bilious 1, fever, remittent 1, fever scarlet 4, fever typhus 2, inflammation of the bowels 7, inflammation of the brain 4, inflammation of the chest 2, inflammation of the stomach 1, interpermea 1, measles 6, old age 2, palsy 2, peripneumony 2, rupture 1, scirrhus of the liver 1, sore throat 2, stillborn 9, tabes mesenterica 1, unknown 1, whooping cough 1.

ABM. D. STEPHENS, City Inspector.

PASSENGERS:

Per ship Pacific, sailed on Saturday morning, 16th inst. for Liverpool—Mr. J. Anderson and lady, Master Jas Mangoon, and Mr. Adam Rankin, of England; Capt. H. Jenner, 68th reg. Brit. Army; Major Palk, 33d reg. do.; Edward Bell, Dublin; Alexander Ainslie, Mexico; Anthony Reach, New Orleans; J. S. Tooker, New-York; Miss McGowan, Kingston, Jam; A. G. Digman, do.; Joseph Bouch, Jamaica; Miss Eliza Miller, do.; W. G. Hodgkinson, Boston; R. T. Walker, Nashville, Ten.

In the ship Florian, from Savannah—Dr. Jones, lady and two children; Rev. G. White, lady and 3 children; Mrs. W. H. McAllister, 4 children and 2 servants; Mrs. Newville and servant; Mrs. Ann M. Bourke; Mrs. J. G. Reynour, child and servant; Mrs. E. Whitlock; Mrs. J. S. Jones; Mr. E. Van Antwerp, lady and child; Mr. B. F. Cooper, lady and child; Mrs. Cameron; J. Pawly, lady and child; Misses E. Brantly, C. Leslie, E. Telfair, M. Telfair, M. Ritchie, L. Bullock, J. Bourke, L. Stone, E. Lyon, and Menard; Messrs L. F. L. J. V. F. Walker, C. R. Thayer, Master Menard.

Per schr Excell, from Savannah—Mrs. Rogers, Mrs. Fitch, J. Longworth, W. H. Thompson, N. Gilbert, C. F. Str, C. P. Rich, J. Steeples, H. Moore, J. Lee, J. H. Smith, C. S. Hamilton, J. Bell, J. Reid, S. Jennings, B. E. & L. Smith & Churchill.

In the ship Albany, from Havre—M. Paignon, C. Andrieu, G. L. Bergerat, Baron De Collins, of France; R. Diederick, T. Grier, J. Lay, of New-York; J. S. Loring, of Boston; C. M. Gierke, of Germany; AB Hart, of Montreal; J. P. Sartet, of Switzerland; A. Scheitlin, do; W. T. Donance, of Providence; E. Mathieu, of France, and 179 in the steerage.

In the ship Eliza Dennison, from Mobile—Mr. D. C. Sampson, lady, child and servant; George Davis, Jr. lady and child; Mrs. Ross and 3 children; Mr. Isaac Meeker, child and nurse; Mrs. E. Webb; Mrs. E. P. Hodges; Mrs. S. Southworth; Misses A. E. Ross, S. E. Bragg, C. B. Webb, E. Roberts; Messrs. A. Williams, J. J. Deshon, J. M. Marden; Master E. Dunning, and 3 in the steerage.

In the British ship Asia, from Londonderry—Mr. Edward Edgar; Douglas Smith, and 183 in the steerage.

In the ship Hanover, from New-Orleans—Messrs. Dunn, Trowbridge, and 15 in the steerage.

In the British brig Crystal, from New Castle—Mrs. Batstone, S. Bishop, lady and child, and 40 in the steerage.

In the brig New-York, from Rio Grande—Augustus Duclou. Per ship Britannia, from Liverpool—Mrs. Marshall and two daughters; Mr. & Mrs. Torrance, of Montreal; Mr. & Mrs. Hoeltherhoff, of Cologne; J. G. Boker & Wm. Nelson, of New-York; H. A. Holden, of England.

Per ship Atticus, from New Orleans—Messrs. Atherton, Bogart, Hewitt, Spittal, Cole, Romeo, Webber, and Smith.
Per Br barque Robert Feele, from Hull—John Bradley, Andrew Monson.

Per schr Louisiana, from Mobile—A. R. Beel, S. Beel, lady and daughter, J. B. Setchel, E. F. Minor, D. Watkins, A. R. Beelbo.
In the French ship Edward, from Havre—Messrs. J. P. Chevalier, J. Urech, and 121 in the steerage.

In the ship Exile, from Mobile—Captain Hayden, lady, child and servant; Mrs. Rush, Miss Clark, Dr. Woodruff, Messrs. Stebbins, Stanberry, Dogan, Blackwell, Jewett, Gale, Holt, and Clark.

In the ship Anson, from Charleston—C. Crecker, Esq. and lady, J. Kestell, Esq. and lady, Peter Diegi, Esq. and lady, F. A. Colburn, Esq. and lady, Mrs. C. B. Bodge, Miss Legare, Miss Swords, H. S. Legare, Charge d'Affaires to Belgium; J. E. Holmes, Charleston; Wm. Ogilby, Esq. H. B. M. Consul at Charleston; Horace Smith, Charleston; Arthur Middleton, Jr. S. C.; J. R. Cunningham, Columbia, S. C.; E. Britin, do. do.; James McCausland, New-York; H. Hoddard, Charleston; E. H. Agry, Boston; E. F. Wood, Savannah; J. S. Rich, S. C.; W. G. Dana, do. do.; Geo. N. Miller, Esq. Charleston; B. F. Smith, do.; L. M. Force, Newark, N. J.

Per ship Lafayette from Charleston—Mrs. Collins and 4 children; Mr. Wrigley and lady, Mr. Bissell, lady and child, Mrs. Holbrook J. Chapman, J. G. Ward, Lieut. Riddell of Br Navy, TH Plant, E. Miller, W. Oakes, A. Bulford, Master Parks, and four in the steerage.

In the ship Talma, from New-Orleans—T. Parmale, lady, 2 children and servant, L. C. metock, W. T. Tilly, J. Green, A. H. Jordan, W. Salenstall, and 3 in the steerage.

In the brig Exchange, from New-Orleans—Messrs. W. Agnew, C. Carpenter, A. Smith, J. W. Carey, J. Hooy, J. M. Gallagher, B. Morris, C. Vining, and 5 in the steerage.

In the schooner Railway, from Curacao—Joshua Naar, lady and child, and Captain J. Parsons, late of the schr. Juno.

In the brig William, from Maracaibo—Mr. Hall and lady.

RAILROAD IRON.

The Subscribers having executed large orders for Iron for the Canal Commissioners of Pennsylvania, as well as for several incorporated companies, have made such arrangements in England, where one of them will shortly be, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins and Wedges in use, both in the country and Great Britain, will be exhibited. Apply to

Philadelphia, May 25, 1892.

A. & G. RALSTON.

J23m

PROCLAMATION.

By Walter Bowne, Mayor of the City of New York.

WHEREAS, information has been received at this Office that the disease known by the name of Asiatic Cholera now exists in or at the cities of Montreal and Quebec in Canada; and whereas it is at all times proper to guard with peculiar solicitude every avenue by which disease might by possibility affect this city: Therefore, by virtue of the powers in me by law vested, I, WALTER BOWNE, Mayor of the City of New-York, do order and direct, that from and after the publication of this proclamation, no boat, steamboat, or vessel of any description, having on board any person sick with fever, or the disease called Cholera, or any disease resembling it, shall approach any part of the City of New-York nearer than three hundred yards, nor shall any person belonging to such vessel, except the master, or some person deputed by him, (who shall immediately repair to this Office,) be permitted to land from any such vessel, without permission first obtained from this Office.

And I do further order and direct that no carriage, wagon, or vehicle of any kind, which may convey any sick person, affected with fever, or the disease called the cholera, or any disease resembling it, into the City of New-York from abroad, or approach nearer to the City Hall than five miles, without permission obtained as aforesaid, under the pains and penalties prescribed by the health laws of this state.

In testimony whereof I have hereunto subscribed my name, and have caused the Seal of Mayorality of said city L. S. to be hereto affixed, this sixteenth day of June, in the year of our Lord one thousand eight hundred and thirty-two.

WALTER BOWNE.

Mayor of the City of New-York.

NEW-YORK AMERICAN, TRI-WEEKLY.

The NEW-YORK AMERICAN is now published THREE TIMES A-WEEK, in addition to the Daily and Semi-weekly, as usual. This arrangement is made to accommodate a large class of business-men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the Daily and Semi-weekly papers, will appear in the Tri-Weekly American; and the reading matter as published in the Daily paper. It will be issued on Tuesdays, Thursdays, and Saturdays, at FIVE dollars per annum in advance,—to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and part Proprietor, D. K. MINOR, No. 35 Wall-st. N.Y.

The New-York American is published DAILY at \$10 per annum, and SEMI-WEEKLY, at \$4 per annum, in advance, as heretofore, at No. 35 Wall street New-York.

TO RAILROAD CONTRACTORS.

THE Ithaca division of the Ithaca and Owego Railroad (from Ithaca, at the head of the Cayuga Lake, to Owego, on the Susquehanna River) is now under contract, and large forces of men and teams are at work upon the several sections thereof.

PROPOSALS FOR GRADING the Middle and Owego divisions of this Railroad, (amounting to about 20 miles) will be received at the office of the Company, at Ithaca, Tompkins Co. N. Y., until the 16th day of July next.

The Maps and Profiles of this part of the road may be seen at the office of the Engineer in Chief on and after the 3d day of June. The ground will be divided into sections of suitable length, and prepared for the examination of Contractors by the 15th day of July next.

JOHN RANDEL, Jr.

Engineer in Chief.

Engineer Department of the Ithaca and

Owego Railroad, April 22, 1892.

m108w

TOWNSEND & DUFFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jarvis, Esq. M. & H. R. Co., Albany, or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carlisle, Luzerne County, Pennsylvania.

Palmyra, Wayne County, New-York,

1st mo. 23d, 1892.

J26 of

PATENT RAIL-ROAD, SHIP AND BOAT SPIKES.

THE TROY IRON & NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes & Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent), are found superior to any ever offered in market.

RAIL-ROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersink heads suitable to the holes in the iron rails, to any amount and on short notice. Almost all the Rail-roads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to. HENRY BURDEN, Agent.

Troy, N. Y., July, 1891.

Spikes are kept for sale, at factory prices, by J. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 225 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; DeGrand & Smith, Boston.

P. S. Rail-road Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

H. BURDEN.

J28 Jan of

It was announced in the last No. of the Journal, that the Cholera had made its appearance at Quebec and Montreal. The last report received of the Board of Health of the former city states that there have been 30 deaths in the hospitals, and that the disease was rapidly extending. No accounts have reached us within the last two or three days, owing to the usual communication having been suspended. We have the following, however, from

MONTREAL.—The following extract of a letter, dated Whitehall, June 18, is from a highly respectable source, and the facts stated may be relied on.

"A letter has just been received from Messrs. Gates & Co. which states that on the 14th there were one hundred and four deaths in Montreal. On the 15th there were not near as many cases. It is an alarming time here. There has been one case on board the steamboat Phoenix; one just out of the village; one came on board of the Franklin, on Saturday, but was not permitted to land here, but went down to Cold Spring, where all the passengers were landed. There was one death soon after landing, and another is no doubt dead before this time. There have been several cases in Plattsburgh, also in Champlain."

ALBANY, MONDAY, JUNE 18.—The Marshal reported last evening that emigrants from the North were coming into the city constantly. This very naturally produced alarm. In the course of the evening several military companies and many citizens, with praiseworthy alacrity, volunteered to remain on guard, to prevent the approach of suspected persons during the night. Capt. Iggott's company, which was on duty all night, was dismissed about five o'clock this morning. The whole population of the city is ready to obey every order and suggestion of the Board of Health.

Board of Health, 12 o'clock, M.—The Board announce that there is no additional authenticated information to communicate to the citizens relating to the progress of the Cholera.

The report of the Physicians to the Board this morning, shows the city to be entirely healthy. By order of the Board: JOHN TOWNSEND, Mayor.

—[Albany Evening Journal.]

Report of Cholera at Plattsburgh and Burlington.—A letter from Capt. Lathrop, dated on board Steamboat Phoenix, at Whitehall, Sunday evening, June 17th, says, it has been deemed imprudent to go to St. John's.

So great was the alarm that he could not hire any one to take the mail to Canada. He sent it and three passengers by a small boat with some Canadians who wished to join their families.

The Phoenix was to leave on Monday for Champlain. The inhabitants of Whitehall would not allow them to land, until the Board of Health had pronounced them all well.

They would not allow the Franklin to land their emigrants at Whitehall; they carried them back several miles, and landed them in an obscure place. The Phoenix had no emigrant passengers, and but few other passengers.

We yesterday took some passengers from a sloop that left St. John's at 11 A. M.

The Cholera is still raging at Montreal, and they count the deaths by hundreds daily—two or three cases have been at St. John's, and about three at Plattsburgh—one has died. My men are complaining a little to-night—however, nothing in the least like the fatal complaint.

Burlington—I fear for her, but dare not tell all I think.

One person, that the Franklin landed below this yesterday, has died. They would not allow the Franklin to go to the dock at Burlington; she will take no more emigrants.

Wednesday.—From the north, the news is calculated to allay the alarm respecting Cholera. The Albany Board of Health reported yesterday at midday as follows:

Board of Health,
ALBANY, 20th June, 12 M.

The city continues healthy. No additional information of importance has been received from the north, with the exception, that the person alluded to yesterday, sick at Mechanicsville, is dead. The physician there is of opinion, the man died with the Asiatic Cholera. By order of the Board,

JOHN TOWNSEND, Mayor.

A Mr. Anne T. Walker of Ga., who arrived in Albany from New York on Tuesday evening, died yesterday morning from the effect of a spasm in the

windpipe and violent paroxysms of coughing. The physicians in attendance, Dr. McNaughton and Dr. C. D. Townsend, certify that "there was no circumstance or symptom to lead to an opinion that the disease was Asiatic cholera,"—as indeed is obvious from the nature of the attack. The only motive for alluding to the death at all is, that in the excited state of the public mind any sudden death is deemed cause of alarm.

The Albany Evening Journal of last evening furnishes the following calm, sensible and encouraging reports from the North. They shew, if evidence indeed were not too abundant around us, how greatly fear and credulity, and the love of the marvellous, magnify danger. One case certain and one doubtful only have occurred at Whitehall; and the emigrants stopped on the banks of the Canal are, instead of being in a state of pestilence, spoken of as healthy, cleanly and orderly, though subject (especially if kept in exposed situations, and deprived of the ordinary comforts and conveniences of life) to the common mortality of the country.

We trust that all proper aid and indulgence will be extended to these Emigrants.

A letter dated Whitehall, Monday night, from the Trustees of that Village, to the Albany Board of Health:—At this eventful moment, when a disease unknown in the annals of this country, has progressed in its fatal march through Asia and Europe, until it has reached the fireside of our neighbors of Lower Canada, the Trustees of the village of Whitehall, feel it to be their duty, situated as it is, upon the great thoroughfare between the north and south, to report to you every fact connected with this interesting subject, within their knowledge. They, therefore, proceed to inform you that on Friday morning last, the steamer Phoenix arrived at this landing with a case on board, which was supposed to be Cholera: a Mr. Larned, said to be connected with the Boston Shoe Store, Troy, was its subject. He was attended by our physicians, and died in about eight hours after the commencement of the attack. No communication in this case was had with the inhabitants of our village, and no other cases, except one, and that of doubtful type, has occurred to the present time. No indication of disease is perceptible among us; a few late emigrants are here, and but few; they are cleanly in the appearance, and in perfect health.

We are assured that the steamboats will bring no more emigrants from Canada during the continuance of the Cholera at Montreal.

A letter from John Patterson, to the Recorder of Troy, dated Fort Miller, June 18th.

This will be handed you by D. Gibbs John, one of the Welch emigrants, detained here by the sickness and death of one of his countrymen, and I think by the Cholera of our own country, and not Asiatic so thinks Dr. Fitch, who I understand gives Gibbs John a certificate or statement to that effect. These men are about 80 in all. About 80 persons were left on the canal bank at this place, including sick persons, by the boat Hannibal. Those remaining are all in good health, and want to join their companions, but, from the proclamation of your Honor, no boatman will take them on board.

The undersigned have also the pleasure of stating that, from the efficient measures taken to stop the tide of emigration, and from the determination and zeal manifested by the citizens of Troy, West Troy, Lansingburgh and Waterford, to carry those measures into successful operation, no immediate cause of an alarm exists, as emigrants are invariably stopped and subjected to a rigid examination and quarantine; there are now but few on the canal above Waterford and the Captains of boats wholly refuse (as we were informed at Waterford,) to admit any person with the appearance of an emigrant on board the boats.

Mr. Taylor, of West Troy, deserves the thanks of this whole community, for his active and untiring exertions, in keeping back from the city, all suspected persons.

A. GALLUP,
P. V. SHANKLAND.

Tuesday evening, 9 o'clock.

[From the Bulletin of the Journal of Commerce.]

TROY, (N. Y.) JUNE 20.—One o'clock, P. M.—Letters from Whitehall and Bennington, bring the intelligence that the Cholera had not made its appearance in either place. The case of Mr. Larned and a

death after a brief sickness, were all the suspected cases that had occurred at Whitehall.

The Burlington Board of Health, under date of Sunday evening, 9 o'clock, report that no case of unusual type has appeared there, but two deaths have taken place recently, one a child three years of age, the other a man of 33 years of age who was excessively intemperate.

A case of sudden death occurred in this city this morning, which has caused an unprecedented excitement. Mr. John C. Prescott, of the firm of Prescott & Holcomb, some time yesterday afternoon feeling unwell, sent to "a steam doctor," and is supposed to have died from his prescriptions.

In the opinion of the Physician who made the post mortem examination, no marks of Cholera were discernable.

We understand that Dr. Depeyre accompanied the physicians, Doctors De Kay and Rhinelander, appointed by the Corporation, and, we believe, the Medical College, to visit Montreal and Quebec, for the purpose of making personal observations upon the nature, causes and extent of the epidemic disease now existing in those cities. Dr. Depeyre is well known as one of the most skillful anatomists in this country, and his practice in lithotomy, in particular, has been attended with signal success.

P. S. The following has just come to hand:—

The annexed report of the Board of Health is taken from the Montreal Herald, dated June 16th:

BOARD OF HEALTH,

Montreal, 2 P. M., 15th June, 1832.

The Board of Health have been at great pains to ascertain the progress of the Cholera among emigrants and natives, or residents in the city banlieu of Montreal, from the uncertain period of its commencement; but they regret to state, that they are still unable to give an exact report of the number of cases and their results.

As far as has been ascertained, the number of cases of Cholera, spasmodic or severe, as well as of milder attacks previously known in this country, amount to 1204; the number of deaths, 234; recovered or remaining, 974.

A more full and special report from the Board will be published to-morrow (Saturday), in the afternoon. By order of the Board:

J. GUTHRIE SCOTT, Sec'y.

Seven cases (four deaths) are reported by the last accounts to have occurred at Plattsburgh. The disease is said to prevail also at Ogdensburg and Prescott, on the St. Lawrence, whither it has been carried by the emigrants. There had been three deaths at the latter place. Albany, Troy, Burlington, and the other intermediate towns between this and Canada, continue unusually healthy.

LABARRAQUE'S DISINFECTING SOLUTION OF CHLORIDE OF SODA—the most effectual agent known for neutralizing pestilential exhalations and destroying contagion. Besides these important properties, the Chloride of Soda will be found invaluable to families, and large establishments for preserving animal provision in warm weather. To ship-masters its use is particularly recommended for preserving a healthy condition of vessels. The Chloride of Soda manufactured by the subscriber has been found by careful experiment to exceed in strength any other now in the market, and is prepared strictly after the formula of A. G. Labarraque, of Paris.

For sale, wholesale and retail, 7 and 12 Wall-st.

J38 11 J. BOSTON.

THE PATERSON AND HUDSON RIVER RAILROAD

Is now in actual and successful operation from the town of Paterson to the village of Aquackanok, a distance of four and three-quarter miles, and three splendid Cars have been placed upon it by the Company.

With a view to suit the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of traveling, the following hours have been fixed for leaving those places.

PATERSON.		AQUACKANOK.	
At half past 7 o'clock, A.M.	At 8 o'clock, A.M.	At half past 10 do do	At 11 do do
10 do do	12 do do	1 do before 1 do P.M.	1 do do
12 do do	3 do P.M.	half past 3 do do	5 do do
3 do do	4 do do	half past 5 do do	7 do do
half past 4 do do	6 do do	half past 7 do do	9 do do
1 before 6 do do			
ON SUNDAYS.			
At 6 o'clock, A.M.	At 7 o'clock, A.M.	At half past 8 do do	At 9 do do
half past 7 do do	half past 9 do do	half past 11 do P.M.	1 do do
8 do do	half past 12 do P.M.	half past 1 do do	3 do do
half past 12 do P.M.	6 do do	half past 7 do do	
6 do do			

Parties of 25 or more persons can be accommodated at either of the above hours with a private Car. It is the wish of the Company that the cars should leave the respective places at the hours aforesaid, and the proprietors of Stages are requested to co-operate with them in this respect.

FARE, reduced to 15 cts.—Children under 12 years of age half price.—Paterson, June 20th, 1832.
Jc:23 11 E. B. D. OGDEN, Secretary.

June 30-1832 is bound in Pt. II